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L. L. Phillippe

—AN—

ILLUSTRATED HISTORY

—OF—

SAN JOAQUIN COUNTY,

CALIFORNIA.

Containing a History of San Joaquin County from the Earliest Period of its Occupancy to the Present Time, together with Glimpses of its Future Prospects; with Full-Page Portraits of Some of its most Eminent Men, and Biographical Mention of Many of its Pioneers and also of Prominent Citizens of To-day

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TOPOGRAPHY, NATURAL HISTORY, ETC.

CHAPTER I.

JOAQUIN is the Spanish spelling of an Old Testament name referred to in the Gospels of the New Testament as that of the father of the Virgin Mary, mother of Christ. It is there spelled Joachim, and its literal meaning is "Preparation of the Lord." Joachim having been made a saint by the Catholic Church, the name has come to be in the Spanish language San Joaquin. This name in California was first given to a rivulet in the foot-hills of the Sierra Nevada mountains by Lieutenant Gabriel Moraga, who in 1813 commanded an exploring expedition to the Vale de los Tules (Valley of the Rushes). From this rivulet the main river of the great interior valley of California subsequently derived its name; and finally the county, whose history we now begin to write, derived its name. The pronunciation is in accordance with Spanish principles.

The great San Joaquin valley, extending 250 miles southeast to northwest through the State of California, containing over 10,000,000 acres, is a basin, with the Sierra Nevadas for its eastern rim, and the Coast Range marking its limits on the west. There is one lake, Tulare, resting on 700 square miles of its bosom, while the waters falling upon 13,635 square miles of country find their surplus outlet through numerous rivers that flow into the great channel of the San Joaquin, which rolls majestically on towards the ocean, through the center of the valley, until its waters are mingled with those of the Sacramento.

San Joaquin County, where now live about 30,000 inhabitants, is at the extreme north end of this valley; and lines of latitude 38° north and longitude 121° 20′ west of Greenwich cross each other at about its center. Its eastern limits encroach upon the foot-hills of the Sierra Nevada mountains. Its west limits are nearly a north and south line, taking in a large area of swamp and overflowed land in the low country through which flows the river San Joaquin, the line continuing south into the Coast Range of mountains, terminating finally at the summit of Mount Boardman. From this mountain the south line runs in a northeast direction to the mouth of the Stanislaus river, this river forming the remainder of the south boundary line.

The boundary of San Joaquin County is touched by a considerable number of other counties. On the north is Sacramento; on the east Amador, Calaveras and Stanislaus; on the south Stanislaus; and on the west Contra Costa, Alameda and Santa Clara.

Mount Diablo, conspicuous in the west and situate in Contra Costa County, is 3,400 feet high,—about two-thirds of a mile. The Indians had both for it and a tribe living near it the name Bolgon. Diablo is Spanish for "devil,"

and was so named in Jesuitic times on account of some Spaniards, among whom were priests, employing a cannon and other fire-arms there to keep off hostiles. The highest summit of this mountain is made the initial point of land survey toward all points of the compass by the United States Government for Northern California. The base line runs through this county about a half mile south of French Camp station.

The county embraces an area of 1,452 square miles, most of which is good farm land. Eastward it extends slightly into the foot-hills of the Sierra Nevada mountains.

The San Joaquin is the longest river in this valley, and empties into Suisun bay near the mouth of the Sacramento. Its principal tributaries are the Stanislaus, Merced and Tuolumne. The waters of all these rivers were in pre-American times clear, except during freshets; now they are turbid, but still abound in fish. The San Joaquin is navigable for 350 miles, and the lower section, from Stockton down, it is the highway for a vast trade. The immediate valley of the San Joaquin is ten to fifty feet above sea level.

The Mokelumne river, which flows westward through the northern portion of the county, and forms the northwest boundary, empties into the Sacramento river. Its name, and the name Mokelko—that of a tribe of Indians formerly living near it—are probably derived the one from the other, or both from a common root. This stream is very winding in its course, and is continually forming sand-bars, to the detriment of navigation. A vigorous effort was once made by Dr. D. J. Locke and J. H. Woods, in hot but amusing competition with each other, to establish navigation on this stream as far as their towns, named respectively after them. The river proved too treacherous with its sand-bars and new channels. In 1874 an effort was made, but with like results, to utilize the river for floating timbers down from the mountains.

The Stanislaus river, which forms the boundary line between this and Stanislaus counties, flows into the San Joaquin, scarcely navigable on account of sand-bars. It is said that after a battle was fought upon this stream in 1829, in which the Indians defeated the Spaniards, the latter party substituted the present for the old Indian name.

The Calaveras ("a place of skulls") was so named with reference to a battle between the mountain and the valley Indians, contending for fishing waters. The valley Indians were victorious. More than 3,000 were killed on both sides, and their bones bleached on the battle-field. The channel of this river is deep, but cumbered with brush, trees and logs. On account of the narrowness of the channel, the river overflows a wide extent of low lands, keeping them rich with fresh deposits containing much nutriment for vegetation. Originally the channel carried off all the water except during the freshet portions, but it has long since been so filled up with mining debris that its service in this respect is greatly diminished, to the detriment of the agricultural lands immediately adjoining. The Mormon slough, issuing from the channel of the Calaveras at Bellota, now carries off more water probably than the Calaveras. It overflowed its banks every year until the levee was built in 1887. Rock creek drains the Salt Spring valley in Calaveras County. Little John and Rock creeks at their junction a short distance east of Farmington, form what is known as French Camp slough.

Dry creek and the north fork of the Mokelumne form the north boundary line.

SOIL.

The soil of the county is so varied that a description of it cannot be given in a few words. The lowest grounds generally consist of a style of clay termed adobe, while the higher grounds have such a proportion of sand as to prevent the formation of mud in wet weather, and at the same time keep the earth porous, thus giving air to the roots of plants, and being therefore best adapted, when there is sufficient moisture, to horticultural and agricultural purposes. The section adjacent to the foot-hills on either side

of the valley has a clay soil, and along the streams the soil has a sedimentary deposit by the high water, and contains in places a considerable amount of peat. South of Dry creek in the northern part of the county, the surface is clay. The Mokelumne river divides the sandy loam from the clay soil. The adobe land of the county is chiefly south of the Calaveras and north of the French Camp slough. South of this slough the soil is sandy. On the west side of the San Joaquin river, the soil lying between the peat and the foot-hills is adobe.

More particularly, according to a map published in 1886 by Wilson R. Ellis, tbe northeastern extremity of the county, extending from Dry creek nearly to the Mokelumne, is a clay loam; the Mokelumne runs through a district of sandy loam; Stockton is near the western limit of a large adobe district, about ten miles wide, east and west, by fifteen miles north and south; the southern and larger portion of Castoria Township, and the southern part of Dent is sandy land; the eastern margin of the county is characterized by reddish clay, centrally interrupted by a large semi-circle of dark loam; the southern and larger portion of Tulare Township is a clay loam; the western portion of the county is a sandy loam, while Roberts' Island and the extreme northwestern corner of the county is also a clay loam.

Most of the area west of the San Joaquin River, originally swamp land, has been reclaimed, and is principally devoted to wheat-raising.

GEOLOGY.

The San Joaquin valley has been reclaimed from the sea by wash from the mountains, particularly the Sierra Nevada, which might be considered the western edge of the continent, the Coast Range having been but a short time ago, geologically speaking, a range of islands. This detritus is now of surprising depth. Artesian wells sunk to the depth of a thousand feet fail to reach "bottom rock." This detritus consists of alternate thin strata of gravel, sand and clay of various color and consistency. As the eastern edge of the county touches the foot-hills, gold is found within our limits; but as the placer diggings found on a few river bars and along some of the shallow gulches in the eastern part of San Joaquin have been worked out long ago, there have been left to this county neither gold mines nor, so far as known, other metalliferous deposits of value. Chinamen have been washing for gold to a limited extent along the Mokelumne river, in the northeastern corner of the county. Building stone, however, of good quality, and clay, suitable for making brick, are plentiful here, and natural gas has quite recently been obtained in the vicinity of Stockton in such quantities and under such conditions as warrant the belief that a more abundant and perhaps permanent supply will be obtained by deeper borings.

San Joaquin County, lying as it does between the Mount Diablo section of the Coast Range upon the west and the foot-hills of the Sierras upon the east, is naturally an agricultural county; and were it not for the gas wells which have been developed within its borders during the last few years, one would be apt to overlook the fact of the dependence of the vegetable upon the mineral world, and consider San Joaquin County as having very little to do with mineralogy. The mineral of chief importance in San Joaquin County is water, and perhaps it will be well to preface the county's mineral resources by a few words on that important constituent of natural economics. In the opinion of Jerome Haas, the veteran well-borer of the San Joaquin, artesian water can be struck throughout the greater part of San Joaquin County at a depth of about 1,000 feet; in fact, it usually rises to the surface from any boring 700 feet in depth. Ordinary wells need not be deeper than eighty to 120 feet, to obtain good water. This surface water is always hard. Beyond a depth of about 1,300 feet the water is usually brackish, and unfit for domestic use. Mr. Haas says that an artesian well, carring an eight-inch pipe, 1,000 feet in depth, can be

bored in most parts of San Joaquin County for about $1,800. The deepest borings in San Joaquin County, of which any accurate records are available, have failed to discover any rocky strata, unless the green sandstone met with in the boring of the Stockton court-house artesian well be regarded as such; it was probably a stratum of compact sand and clay that could hardly be regarded as a rock.

The drill below a depth of 250 feet discloses nothing but alternate layers of variously colored sand and indurated clay. From the uniformity of depth at which the various flows of water are found, and observations on the relative occurrence of various strata of clays and sand that Mr. Haas has encountered in well-boring in San Joaquin County, he believes there has been but little disturbance of strata beneath a depth of 250 feet. As general stratigraphical features, he has observed that the further to the east in the valley the wells have been, the lower and more stony the soil has become; while further to the west it has been finer in character; that as a rule the deeper the boring the thicker are the beds of clay, and that the yellow clay is very seldom found after striking the blue. Mr. Haas considers that the best and most authentic account of the stratigraphical formation on which the town of Stockton stands, is the record of the strata penetrated while boring the artesian well in the Stockton court-house square, in 1858. He also says that in the main it corresponds with the formation he has encountered while boring wells in other parts of the county. Samples of the various strata were formerly preserved in the old Agricultural Hall. This building was unfortunately damaged by fire, and the samples were burned, together with the original records. Happily a copy of the latter had been made by Major N. M. Orr, who was the proprietor and editor of the Stockton *Independent*, and published in his paper. It is worth preserving as the only authentic record extant of the stratigraphical formation underlying the town of Stockton, and probably the greater part of San Joaquin County. The water from this well issues at a temperature of 77° Fahrenheit, and was long used for the city supply.

Further notice of artesian wells and their developments is given in a subsequent chapter of this work.

Brick clay is abundant and of good quality in the clayey portions of the county, especially about Stockton. It is forty feet deep at the yards of the San Joaquin Improvement Company, upon the west bank of the San Joaquin River. The clay there gives the following analysis:

Insoluble matter	73.810
Soluble silica	9.547
Potassa	.292
Soda	.245
Lime	.844
Magnesia	1.174
Manganese oxide	.044
Ferric oxide	5.386
Alumina	5.184
Phosphoric acid	.312
Sulphuric acid	.061
Carbonic acid	Trace.
Water and organic matter	3.202
Total	100.163

A deposit of manganese has been opened in Tulare Township, about twelve miles southeast of Tracy.

Street gravel, which was formerly brought to Stockton from Milton, in Calaveras County, is now obtained in large quantities at Nightingale, about two miles southeast from the city limits.

VEGETATION.

Like that of the Eastern States, the original vegetation of this valley had a charm that lingeringly increases in the minds of the old settlers with the lapse of time. We can best introduce this subject by a quotation from the journal of Capt. John C. Fremont, giving a description of his first journey through this region in 1844, and the extract also makes other allusions of historical importance. After his first day's travel from Sacramento he camped at a place since known as the village of Liberty, on the south side of Dry creek, and with the next day's experiences the following journal begins:

"*March 25th.*—We traveled for twenty-eight miles over the same delightful country as yesterday, and halted in a beautiful bottom at the ford of the Rio de los Mukelemnes, receiving its name from another Indian tribe living on the river. The bottoms on the stream are broad, rich, and extremely fertile; and the uplands are shaded with oak groves. A showy *Lupinus* of extraordinary beauty, growing four or five feet in height, and covered with spikes in bloom, adorned the banks of the river, and filled the air with a light and grateful perfume.

"On the 26th we halted at the Arroyo de las Calaveras (Skull creek), a tributary to the San Joaquin—the previous two streams entering the bay between the San Joaquin and Sacramento rivers. This place is beautiful, with open groves of oak, and a grassy sward beneath, with many plants in bloom; some varieties of which seem to love the shade of the trees, and grow there in close small fields. Near the river, and replacing the grass, are great quantities of *ammole* (soap plant), the leaves of which are used in California for making, among other things, mats for saddle cloths. A vine with a small white flower (*melothria?*) called here *la yerba buena* (the good herb), and which from its abundance gives name to an island and town in the bay, was to-day very frequent on our road—sometimes running on the ground or climbing the trees.

"*March 27th.*—To-day we traveled steadily and rapidly up the valley, for with our wild animals, any other gait was impossible, and making about four miles an hour. During the earlier part of the day, our ride had been over a very level part of prairie, separated by lines and groves of oak timber, growing along dry gullies, which are filled with water in seasons of rain; and, perhaps, also by the melting snows. Over much of this extent, the vegetation was sparse; the surface showing plainly the action of water, which, in the season of flood, the Joaquin spreads over the valley. At one o'clock we came again among innumerable flowers; and a few miles further, fields of the beautiful blue-flowering lupine, which seems to love the neighborhood of water, indicated that we were approaching a stream. We have found this beautiful shrub in thickets, some of them being twelve feet in height. Occasionally three or four plants were clustered together, forming a grand bouquet about ninety feet in circumference and ten feet high, the whole summit covered with spikes of flowers, the perfume of which is very sweet and grateful. A lover of natural beauty can imagine with what pleasure we rode among these flowering groves, which filled the air with a light and delicate fragrance. We continued our road for about half a mile, interspersed through an open grove of live oaks, which, in form, were the most symmetrical and beautiful we had yet seen in the country. The ends of their branches rested on the ground, forming somewhat more than a half sphere of very full and regular figure, with leaves apparently smaller than usual. The California poppy, of a rich orange color, was numerous. To-day, elk and several bands of antelope made their appearance.

"Our road was now one continued enjoyment; and it was pleasant, riding among this assemblage of green pastures with varied flowers and scattered groves, and out of the warm green spring to look at the rocky and snowy peaks, where lately we had suffered so much. Emerging from the timber we came suddenly upon the Stanislaus River, where we hoped to find a ford, but the stream was flowing by, dark and deep, swollen by the mountain snows; its general breadth was about fifty yards.

"We traveled about five miles up the river, and encamped without being able to find a ford. Here we made a large corral, in order to be able to catch a sufficient number of our wild animals to relieve those previously packed.

"Under the shade of the oaks, along the river, I noticed *Erodium cicutarium* (alfilaria or filaree) in bloom, eight or ten inches high, This is the plant which we had seen the squaws gathering on the Rio de los Americanos. By the inhabitants of the valley, it is highly es-

teemed for fattening cattle, which appear to be very fond of it. Here, where the soil begins to be sandy, it supplies to a considerable extent the want of grass.

"Desirious, as far as possible, without delay, to include in our examination the San Joaquin river, I returned this morning down the Stanislaus for seventeen miles, and again encamped without having found a fording-place. After following it for eight miles further the next morning, and finding ourselves in the vicinity of the San Joaquin, encamped in a handsome oak grove, and, several cattle being killed, we ferried over our baggage in their skins. Here our Indian boy, who probably had not much idea of where he was going, and began to be alarmed at the many streams we were putting between him and the village, deserted.

"Thirteen head of cattle took a sudden fright, while we were driving them across the river, and galloped off. I remained a day in the endeavor to recover them; but, finding they had taken the trail back to the fort, let them go without further effort. Here we had several days of warm and pleasant rain, which doubtless saved the crops below."

Originally numerous oaks, appearing at a distance like huge apple-trees, were characteristically spread over most portions of this valley. Along the water courses the trees and smaller plants were more varied, as well as more thrifty and luxuriant. In early days, grass, clover, alfilaria and wild oats grew in a thick matted mass three to four feet high, and in some localities on the Calaveras the grass is said to have grown higher than the head of a man on horseback. It was thus the hiding place of the great jack-rabbit, squirrel, quail and other small game which at the present time are the pests of the farmer. The Indians were accustomed to fire these plains for the purpose of collecting the game for their winter's supplies. Along the streams wild grapes were very abundant,—so much so indeed along the Calaveras river that that stream once had the name of Wine river.

WILD ANIMALS.

In those days thousands of wild horses ranged over the plains on the west side of the San Joaquin river and among the adjoining foot-hills. Herds of elk and antelope and deer and beaver were numerous, besides grizzly bears, as many as fifteen of which would be seen at one time by an observer. Fish and fowl were also plentiful.

METEOROLOGY.

It would of course be a superfluous task here to describe the climate of California and draw the usual contrasts between it and other parts of the world. It will be more interesting and profitable to confine our observations to the county.

First, as to temperature, there is of course a greater difference between winter and summer at this distance from the sea than there is directly at the water's edge. Tables of figures are generally deficient in giving all the extremes and their duration. Averages for examples are generally misleading. Two points may lie upon the same isothermal line, each with a mean annual temperature of 50°. One may have a winter temperature of 20° and a summer temperature of 80°. The average and mean of these two perhaps is 50°. The other point may have a winter mean of 45° and a summer average of 55°; the annual mean of these two points is also 50°. In the former locality, only the hardy trees and shrubs of the north would survive the winters and the land be buried most of the year in ice and snow, while in summer the tables would show frequent deaths by sunstroke. In the latter climate fuchsias and geraniums would bloom in the door-yards the year round and sunstroke would be unknown. The one is an equitable climate, the other, one of extremes.

To avoid a tedious comparison of month by month, a sufficiently accurate result may be obtained by giving in addition to the mean annual average, the means of the typical winter and the typical summer months, as January and July. The following table gives, from the

Signal Service reports, the temperature statistics of a number of well known points upon both sides of the continent.

		JANUARY.		JULY.	
	Annual Mean.	Average.	Daily Range.	Average.	Daily Range.
New York.....	51.3	30.0	13.2	72.6	15.6
Salt Lake.....	51.1	27.9	15.2	74.4	25.6
Sacramento.....	61.3	47.6	18.0	73.4	25.2
San Francisco...	55 7	49.3	8.1	58.8	12.7
Florida.....	72.7	60.7	15.5	83.3	14.0
New Orleans....	69.4	55.9	18.3	83.0	12.8
Yuma.....	72.0	52.8	29.1	91.4	29.4
Los Angeles.....	60.5	52.0	21.5	68.2	28.3
San Diego... ...	60.5	52.8	19.0	66.9	14.6

From the last State Meteorological Report (1888) we quote the following observations:

"The following table, compiled from observations taken by Ezra Fisk three miles south of Lodi, shows the mean temperature of San Joaquin County at sunrise, at 2 P. M. and at sunset for every month for five consecutive years, 1882–'86. Very few localities on the coast possess so equable and moderate a climate as these figures indicate."

From the table which follows in that report we see that during the winter months the temperature at sunrise was generally from three to nine degrees above freezing point, the very coldest (one morning only) being 32.78°, which is scarcely freezing; while during the summer months the temperature at 2. P. M., the hottest portion of the day, ranged from eighty-one to ninety degrees,—which is not severe,—the very hottest being about ninety-one. The column denoting the temperature at sunset shows that even that degree of heat is not lasting, as it often is in the Eastern States even as far north as the Lake region.

Of course, as is evident to everyone, in the mountainous sections there are an infinite number of limited variations from any table that may be compiled from observations taken from any given locality, while a plain like that of the San Joaquin valley will insure more uniformity to such tables.

The winter of 1848–'49 was very severe, the snow falling to the depth of several inches December 2. In December, 1850, another cold spell occurred, the thermometer falling to 20° and ice half an inch in thickness was formed within dwellings. January 21, 1854, the Stockton slough was frozen over; and this occurred again in the winter of 1865. In 1874 snow fell to the depth of four inches, and in January, 1880, to a depth of over four inches.

But, notwithstanding all the extremes we have noticed, the following characteristic burst of eloquence from W. R. Ellis has sufficient cause for its fervor: "Stranger, compare the figures in the accompanying table with the antics of the mercury in the Eastern States. Did you ever talk with an old acclimated Californian who had spent a winter season "down east," after basking twenty years under the fair and balmy skies of the Pacific slope? If you have never met him, go hunt him up. Ask him gently how he enjoyed the old-fashioned winters of his boyhood. If he doesn't tell you that he would rather be a lamp-post in California all the year 'round than the mayor of the biggest town east of the Rocky Mountains in cold weather, he is probably a l-lawyer."

As to the amount of rainfall, we presume the following brief table will be as serviceable as a more extended one:

Average Precipitation in San Joaquin County.

	January	February	March	April	May	June	July	August	September	October	November	December
Ellis.....	2.03	1.56	1.12	0.61	0.20	0.05	none	none	0.01	0.27	0.90	2.09
Farmington	2.33	2.25	2.70	2.77	0.88	0.27	none	none	0.18	1.10	0.75	1.79
Lathrop....	2.21	2.28	2.00	2.03	0.81	0 17	none	none	0.11	0.45	0.78	1.73
Stockton...	2.82	2.64	2.09	1.50	0.63	0.18	0.01	none	0.05	0.49	1.37	3.12
Tracy.....	1.11	1.39	1.82	1.40	0.51	0.41	none	none	0.08	0.32	0.73	1·74

FLOODS.

The principal floods in this valley in modern times have been the following:

In the winter of 1846–'47 the water of the Stanislaus rose eight feet in one hour, and during the month of January it overflowed its banks, covering the country for miles out. In the winter of 1849–'50 there was another flood, but not so great. In March, 1852, the water reached a higher point than at any time pre-

viously. During that month the rainfall was measured in Sacramento as thirteen inches. No register was kept here at Stockton. During the month of December following the lands along the Calaveras were covered for about five weeks. On the 8th the water on the streets of Stockton reached a point twenty inches higher than ever had been known here before. The bridge over the channel was carried away, and with it the engine house, which was also used as an armory by Major R. P. Hammond's company of minute men. It was during the winter of 1861–'62 that the Sacramento valley, including Sacramento city, had its most damaging deluge; and it was during the same winter that high waters again visited the low lands of this county. About the middle of January a freshet from the rains along the mountains was met by the back waters from the San Joaquin river in the west, and the whole country seemed for miles around to be an unbroken ocean, with a city in its center, like Venice, the "Mistress of the Seas." The Mokelumne river, higher by several feet than ever known by white men before, broke over its banks, inundating even the high land upon which Lodi now stands. Woodbridge was an island. Several citizens came to Stockton in a small boat from a distance of ten miles or more. R. C. Sargent was shipwrecked within forty rods of his own door in Union Township, when returning from Stockton with several persons and freight. A schooner anchored in ten feet of water on J. Brack's ranch. For five weeks the sun was not seen. Flour went up to $40 a barrel and hay sold for $50 per ton.

In 1874 the Mokelumne rose so high as to cover the streets of Woodbridge.

The winter of 1889–'90 was characterized by raining weather almost constant for many weeks, and many streets in Stockton were covered with water; but by this time the people had been so long drilled in fortifying themselves that the loss of property was not great.

Until leveeing shall have been completed, the low grounds in unprotected sections will of course be subject to overflow, especially since hydraulic mining in former years filled up the streams with debris to a considerable extent.

HEATHFULNESS.

In regard to the healthfulness of the valley, to say nothing of the sanitary effects and rapid desiccation and curing of most of the spontaneous vegetable productions when the dry season commences, the daily atmospheric current is constantly sweeping away in their incipiency the miasmatic exhalations and pestilent fermentations which might otherwise incubate and brood undisturbed over the rich bottom land near the mouth of the tributary streams. In this unavoidable purification, carried on and forever to continue in obedience to the preservative and unalterable laws of nature, we have the promise of the future healthfulness of the increasing population. The experience of the past, too, may well inspire confidence. Carefully kept and scientifically-arranged necrological tables extending back more than ten years, show in Stockton a rate of mortality which compares favorably with the most healthy places on the globe, the ratio of mortality, exclusive of death from external causes or violence, being annually only one death to sixty-five of the population; while in Norway the ratio of the mortality is one in fifty-six; Sweden, one in forty-nine; England, one in forty-four; Prussia, one in thirty-six; Philadelphia, one in forty-six; Baltimore, one in forty-one; New York, one in thirty-eight; United States (as shown by correct estimates of the eighth census), one in forty-five. Epidemics and virulent infections have been rare and disinclined to spread, and more genial and mild temperature of the sheltered region tends to stay the development of pulmonary affections and disease of the respiratory system, while the chilling fogs and harsh winds on the coast are liable to provoke their dreaded attacks.

MEXICAN TIMES.

CHAPTER II.

EARLY DISCOVERIES.

EARLY in 1773, Father Crespi, who discovered San Francisco bay, started from Monterey with a few soldiers and volunteers, passed through what is now known as Santa Clara, moved up the east side of the bay, and reached a stream, March 30, at the place now called Antioch. It was the river since named San Joaquin, Father Crespi being the first man, other than the Indians, that beheld its waters. He then returned to Monterey, passing by the base of Mt. Bolgon, named after a tribe of Indians who inhabited that part of the county. The Spaniards afterwards changed the name of the mountain to Diablo.

In after time, when the missions of California became strong, the Catholic fathers were in the habit of throwing military expeditions into the country northeast across the river first discovered by the pioneer Padre Crespi, capturing the Indians and taking them to the missions for the good of their souls. In 1826 an expedition of this kind from Santa Clara was de feated on the Stanislaus river, losing thirty-four men, and immediately repeating the experiment they lost forty-one more, but succeeded in capturing forty-four Indians, mostly women and children.

INDIANS.

The rivers of and near the county of San Joaquin, excepting the Calaveras and the Stanislaus, retain their ancient Indian names; the termination umná, signifying river, as in Cósumná, Mókelumná, Tuôlumná, and Làkishumná. This last name was changed by the Spaniards to Stanislaus, because their combined forces, from San José and San Francisco, were defeated in 1829, on the banks of that river, by a chief called Estanislao.

At the death of Estanislao, José Jesus (pronounced ho-zay ha-soos), became chief of the tribe, the Sikayumna, with his rancheria (pronounced rancheree), at Knight's Ferry, called by the Indians Chapaircy. The range of his tribe was between the Stanislaus and French Camp creek. They were always friendly to the Americans, but were hostile to the native Californians. Jesus once made a raid upon San José, driving from the town a thousand horses away to his strong-hold in the foot-hills of the Sierra Nevada, the Spanish people not being able to either resist or pursue him. He was an educated Indian, and at one time was an alcalde at San José, but believing his people were wronged, by being deprived of the herds which they had helped the "padres" to accumulate, he returned to San Joaquin and headed foraging expeditions against the missions, making a wholesale business of taking from them what he deemed to be his own. The present site of Stockton is said to be due to this fact. He was a man six feet high, dressed in the full holiday

attire of the Spanish ranchero, with cotton shirt, and drawers, calzonazos, sash, serape and sombrero. Different from his followers, he was cleanly in his habits, proud and dignified in deportment. In 1849 he was unjustifiably wounded by an American in Stockton. Captain Weber, learning the fact, paid Dr. W. M. Ryer $500 for his services in attendance upon the wounded man, and thus saved the life of his friend. This separation between these two allies was final, as Jesus was never again heard of, and it is supposed that he died from the effects of that shot.

The Calaveras river, known to the Indians as the Yachekumna, was the north boundary line of the territory claimed by the Yacheko tribe, whose main village, or rancheria, was near where Stockton now stands. Wild grapes being numerous along the banks of the streams in this section, the Hudson Bay Company named the Calaveras Wine creek; but at a later day a Spaniard named Jose Noriega camped on the bank of this stream, and in the morning was surprised to find that he had been stopping over night among numerous bones and skulls of men. He had chanced upon an ancient burial ground, where a conflict had taken place between the Yachekos and the Siyakumnas under Estanislao. Noriega therefore gave to the stream the name Calaveras, a Spanish word meaning skulls. The territory claimed by the Yachekos (or Yachekumnas), lay between French Camp creek and the Calaveras. After the whites began to settle here the Indians began to scatter away, like the wild animals of the forest, to remote and obscure places. It was the custom of their chief, however, after Mr. Weber settled here, to pay him an annual visit and give and receive presents; and Weber's reciprocation of kindness generated a respect toward him.

The Mokelumne river takes its name from a powerful tribe of Indians, the Mokelkos, who formerly inhabited its lower banks and adjacent country; or the tribe took its name from the river. The name has been variously spelled, as Mokuelumne, Moquelmnos, etc. The lands of the Mokelkos lay between the Mokelumne, lower Cosumnes and Dry creek on the north and a line within 300 yards of the center of Stockton on the south, the San Joaquin river on the west and Staples' Ferry on the east. They claim to have had at one time a membership of 3,000. Their youngest chief, Maximo, was still living but a few years ago, said to be about 100 years of age. They also claimed that they were always successful in their wars with neighboring tribes, and these conflicts were numerous. They were indeed tall and stout, and of a physique superior to that of any other California Indian; and they felt proud of their new religion, Jesuitical Christianity, and on that account also felt superior to all other savages. In a contest with the Walla Wallas, a tribe of Oregon Indians who came to fight with guns on horseback, the Mokelkos were assisted by other tribes as far south as Los Angeles; and they charged that the Walla Wallas poisoned the waters, causing the death of thousands. This probably was the scourge of 1833,—small-pox or fever.

The Digger Indians, more migratory, rarely exceeded five feet eight inches in height, and though strong were seldom symmetrically built. Characterizing the prevailing types were a low, retreating forehead, black, deep-set eyes, thick, bushy eyebrows and hair, prominent cheek-bones, a nose depressed at the bridge and somewhat wide-spreading at the nostrils, thick projecting lips, large, white teeth, and a nearly black complexion. In summer their only dwellings were a shed of brush to screen them from the sun, and in winter they dwelt in holes in the ground covered with brush and mud. They were too lazy to hunt, preferring rather to subsist upon acorns, berries, roots and grasshoppers. They had two ways of capturing these insects. One was to form themselves in a circle a half mile across and agitate the grass and weeds over them with sticks, driving the grasshoppers into a small pond in the center made for the purpose; and the other was to make windrows of grass and burning them while they would chase the

insects into the flames, which burnt off their wings.

In their personal habits these Indians were exceedingly filthy.

In 1845 the small-pox prevailed fearfully among the Indians in this vicinity. The white settlers fled to San Jose, leaving a man named Lindsay to guard their flocks. The savages murdered him, on the peninsula that bears his name, burned his buildings and fled to the Coast Range with the live-stock. After that they never reappeared upon the plains.

None of the valley Indians used canoes or boats made from the trunks of trees, or of bark. Instead, they employed a kind of raft, pointed at both ends, ten feet long and three or four feet wide, made of tules tightly woven together with willow. They were propelled by a double-bladed oar, and were buoyant and serviceable. Their fish spears were made of bone.

The Indians were still in their aboriginal simplicity in 1850–'51. With the exception of a few of the wealthier chiefs, who at that time dressed and rode "a la Mexicana," the costume for the men consisted of a simple shirt and sometimes even less, and a short skirt attached to the waist for the women. In their character they were as simple as in their habits. The valley Indians at first were inclined to look upon the Americans as trespassers; but the lessons learned by their conflicts with General Sutter, and the teaching by the "padres," had not been without effect, inspiring them with a salutary awe; and they accepted the situation as gracefully as possible, believing that a masterly peace for the present was their best policy. It is among their traditions that the white man was to come, but would be expelled by the plague and their own prowess, and that they will again enjoy their former hunting grounds.

Although nominally Christianized, the few remaining Indians still keep up their monthly aboriginal feasts and dances. At these they invoke the spirits to crown the seasons with plentiful crops of ground-nuts and acorns, and abundance of game. If their hopes are realized, they invite the neighboring tribes to a grand harvest feast, when feasting, dancing, gambling and athletic games are the order of the day. Their medicine men perform their incantations, to pacify the evil spirits, ward off pestilence and disease, and to heal the sick. Their prophets and seers orate on the traditions, past prowess and glories of the tribe, and forecast the horoscope of the future.

On the occurrence of a death, their lamentations are touching in the extreme. The mourners of the tribe sit in a circle, with bowed heads, and for hours, and through the long night previous to a burial, give expression to their deep grief in dismal wailing, or the dolorous chanting of a death song. They bury their dead, bestrewing the graves with beads and shells. Some of their traditions are interesting and poetic, but in a brief sketch like this are inadmissible.

To explain, however, the condition of some of the tumuli, or mounds, built by the Indians, containing large quantities of human bones, found at various Indian encampments on the Mokelumne river, they say that these tumuli are the burial places of the dead, referring to those who died of the plague already referred to.

It is also a tradition that these valleys, prior to the advent of the whites, had periodical showers of rain, accompanied by thunder and lightning, during the summer months, and that the Great Spirit, as a token of his displeasure at their coming, has withheld the rain, proposing to drive them out by the sterility of the soil which would necessarily follow the absence of rain; that when the whites leave the country the summer rains will come again. This change in the climate occurred about sixty years ago. They have another tradition which should be of some interest to the whites of the present and the future generations. It is, that a flood once filled the valley of the Mokelumne from bluff to bluff, and overflowed at a point near the Poland House, at the rancheria on the Megerle ranch, and below Staples' ferry, the water running in the direction of Stockton, and that many thou-

sands of Indians were drowned. The country indeed bears evidence of such a wash, at no very distant date; and the slope of the country is such that the sweep of the currents would be in that direction. Their legends and customs would make a paper of great value to those interested in the history of a rapidly vanishing race; but for the present work we must forego further mention.

In 1852 most of the Indians had removed to the mountains. There were four rancherias; first at the crossing of the Calaveras, at Davis' and Atherton's Ferry, containing about forty; second, on the Mokelumne, near Staples' Ferry, numbering fifty-five; third, at Dent and Vantine's Ferry, on the Stanislaus river, numbering 275; fourth, at Bonsell's Ferry, on the San Joaquin river, numbering twenty. The last remnant of the Indians of San Joaquin County, seeing the lands all passing under the control of the whites, sought to save a little piece for themselves, by purchasing it from the people who had taken it from them. They made a bargain with a man by the name of Thomas B. Parker, to take up for them a school section, for which they were to pay him in work $350. They worked until, by an agreed price, their labor amounted to $371, but they never received a title to the land. Mr. Parker was killed in the mines before deeding the land to them, and they were turned off from the section by an order of the court.

Colonel J. J. Warner, now of Los Angeles, was a member of the Ewing Young trapping expedition of 1832–'33; and he relates concerning the scourge of the latter year the following:

"In the fall of 1832 there were a number of Indian villages on King's river, between its mouth and the mountains; also on the San Joaquin river, from the base of the mountains down to, and some distance below, the great slough. On the Merced river, from the mountains to its junction with the San Joaquin, there were no Indian villages; but from about this point on the San Joaquin, as well as on all of its principal tributaries, the Indian villages were numerous; and many of those villages contained from fifty to 100 dwellings, all of which were built with poles and thatched with rushes. With some few exceptions the Indians were peaceably disposed. On the Tuolumne, Stanislaus and Calaveras rivers, there were Indian villages above the mouths, as also at, or near, their junction with the San Joaquin. The most hostile-disposed Indians were those of the Calaveras river. The banks of the Sacramento river, in its whole course through its valley, were studded with Indian villages, the houses of which, in the spring, during the day-time, were red with the salmon the aborigines were curing.

"At this time there were not, upon the San Joaquin or Sacramento rivers, or any of their tributaries, nor within the valleys of the two rivers, any inhabitants but Indians, among whom we occasionally found one who had fled from some of the missions of California. On no part of the continent over which I had then, or have since traveled, was so numerous an Indian population subsisting upon the natural products of the soil and waters as in the valleys of the San Joaquin and Sacramento. There was no cultivation of the soil by them: game, fish, nuts of the forest and seeds of the fields, constituted their entire food. They were experts in catching fish in many ways, and in snaring game in divers modes.

"On our return, late in the summer of 1833, we found the valleys depopulated. From the head of the Sacramento to the great bend and slough of the San Joaquin, we did not see more than six or eight live Indians; while large numbers of their skulls and dead bodies were to be seen under almost every shade-tree near water, where the uninhabited and deserted villages had been converted into graveyards; and, on the San Joaquin river, in the immediate neighborhood of the larger class of villages, which, the preceding year, were the abodes of a large number of those Indians, we found not only many graves, but the vestiges of a funeral pyre. At the mouth of King's river we en-

countered the first and only village of the stricken race that we had seen after entering the great valley; this village contained a large number of Indians, temporarily stopping at that place.

"We were encamped near the village one night only, and, during that time the death angel, passing over the camping ground of these plague-stricken fugitives, waved his wand, summoning from the little remnant of a once numerous people, a score of victims, to muster in the land of the *Manitou;* and the cries of the dying, mingled with the wails of the bereaved, made the night hideous in that veritable 'valley of death.'

"This disease, which swept down the valley of the Sacramento, and up that of the San Joaquin, appeared, so far as I could judge (and I came near dying from it), to be a most acute and violent type of remittent fever. It attacked members of our party, when we were upon the San Joaquin, near the Merced river, and nearly every one of our party suffered from it. Two Indian boys, about fifteen or sixteen years of age, one a Columbia river or Oregon Indian, the other from New Mexico, both of our party, died of the fever. The disease presented none of the symptoms of cholera. Its fatality among the Indians was, in my opinion, in great measure, owing to the treatment of the sick, which was to give them a hot-air bath in their sweat-houses, and then immerse them in water; the immersion was soon followed by death. Excepting the Indians of our company that died, I was the most severely affected member of our party. In fact I was left, while on the march, the day following our encampment at the mouth of King's river, unable to ride, and, as was supposed, to die; but in the evening I revived, and was able to mount my mule and reach camp."

After the people of California heard of the ravages of the cholera in other parts of the world, many of those who had learned of the pestilence among the Indians of the Sacramento and San Joaquin valleys in 1833, erroneously assumed that it also was the cholera.

The "sweat-house" treatment Colonel Warner refers to is thus more particularly described:

On the river bank they would dig holes large enough to contain a number of the afflicted and cover it over with dirt, leaving a small aperture at the top through which the sick were crowded. After building a hot fire within the aperture was closed and the sufferer left to roast. After being duly roasted or heated he was taken out and at once plunged into the cold stream. Of course they all died who were taken sick.

FIRST "AMERICANS."

The first white citizen from the United States, according to all the accounts we have, to enter the San Joaquin valley, was Jedediah S. Smith, who in 1825 came through by way of Walker's Pass, or near it, at the head of a trapping party. He was a native of the State of New York, had been for a number of years engaged in the business of hunting beaver in the Rocky Mountains, and was at this time employed by General Ashley, of St. Louis, Missouri. On this expedition he was in partnership with Messrs. Jackson and Sublette, under the firm name of the Rocky Mountain Fur Company. Each of these partners led trapping parties during the early spring and autumn up and down known rivers, and in search of unknown ones, where beaver might be plentiful. Smith trapped the waters of this valley until 1827, when he went out of the Sacramento valley near its northern limits and was soon afterward attacked by Indians on the Umpquah river, and nearly all his men massacred. With two men who had escaped, he reached Fort Vancouver, on foot, where he made an arrangement with the resident agent of the Hudson Bay Company to furnish a guide to conduct a trapping party to the beaver-stocked rivers of California, if the company would send a party to Umpquah and recover the large quantity of beaver skins, traps, etc., which he had at the time of his defeat.

This trapping party, under the command of John McLeod, came in at the head of the Sacramento valley, in the latter part of 1827 or early

in 1828, and trapped the waters of the Sacramento and San Joaquin valleys. Soon afterward another party, under the lead of Mr. Ogden, a native of New York, who also had been in the employ of the Hudson Bay Company, entered the San Joaquin valley by the route Smith had come or one near it.

Ewing Young, a native of Tennessee, who had been leading trapping parties in the West, came to the San Joaqnin river and its tributaries in 1829 or 1830. In the spring or summer of 1832, another party from Fort Vancouver, under the lead of Michel Laframboise, entered the Sacramento valley and trapped the waters of the two valleys until the spring of 1833. In the fall of 1832 Young entered the San Joaquin valley from Los Angeles by the Fort Tejon route, with a trapping party. Finding that the San Joaquin river and its tributaries had recently been trapped, he and his party hurried along to the Sacramento river, about eight or ten miles below the mouth of the American river and there found the Hudson Bay trappers. Young's expedition, terminating in the winter of 1833–'34, was the last one passing through this valley, of which we have any account, that was independent of the Hudson Bay Company; and its only survivor is Colonel J. J. Warner, of Los Angeles. J. Alexander Forbes, of Oakland, is probably the only survivor of the leading trappers of the Hudson Bay Company of that early period. In company with William G. Ray, in 1830, he took charge of the California department of that company, with headquarters at Yerba Buena, now San Francisco. The nearest outpost of the company was at French Camp, this county, which they occupied during the trapping portions of the year from 1828 to 1845. The trapping parties of the Hudson Bay Company were so well experienced and well armed that the Indians, who had at that day no guns, had a wholesome fear of them and kept themselves at a very respectful distance. Hence there was no collision between the whites and the reds while the former were present. Their policy was to fulfill all promises to the red men, punish them severely for any depredation, and never trust them to any considerable extent. An Indian was never allowed to enter their camps without permission, and they never gave opportunities for surprise. It was on account of this policy that Captain Sutter was able to hold his position at New Helvetia; and it was also due to the fact that he followed the advice of his intimate friend, Forbes, that he afterward became a tower of strength among the Indians.

In 1844 James Williams was a settler on the Stockton slough.

In August, 1844, David Kelsey with his wife and two children, a boy and a girl, settled at French Camp, and built a tule house. Mr. Gulnac, who was stopping at the Cosumnes river, had offered to give Mr. Kelsey a mile square of land if he would stop at that place, and live one year; he turned over to him the "swivel" that Sutter had given him. Every night Mr. Kelsey threw this piece of ordnance "into battery," and fired an evening gun, which he did to frighten the Indians, on the same principle that a boy sometimes whistles as he is going through the woods after dark. At that time there was only one other house in the county, also constructed of tule, occupied by Thomas Lindsay, at Stockton. Mr. Kelsey remained for several months at that place, and after his family had been obliged to live for two months on boiled wheat, meat, milk and mint tea, gathered along the banks of the creek, he buried the swivel and removed temporarily to San Jose, where he first saw Captain Weber.

While at that place he unfortunately went to see a sick Indian who had the small-pox, just before returning to French Camp. After returning he was immediately taken sick, and Mrs. Kelsey desired to take him to Sutter's Fort, where he could have medical assistance, not knowing that he had the small-pox. When they reached Stockton, Mr. Lindsay induced them to stay over night, and while there a man by the name of James Williams gave him some medicine that caused the disease to break out. Lindsay immediately vacated the premises, giv-

ing, as he felt, advice that had a twang of barbarism in it; he told them if the old man died to leave his body where the coyotes would devour it. In about six days the father died, the mother and boy were prostrated with the same disease, and little America, a girl eleven years of age, was left alone with her sick mother and brother, to administer to their wants, while her dead father lay unburied in a hut,—a sad introduction to the first American girl who ever saw the place where Stockton stands, and a sadder one to the first white woman that visited the place; for the mother became blind from the effects of the disease, beholding that delirious, weird scent of pestilence and death as the last, to haunt the memory through the coming years of darkness; a hidous phantom, a scene of dissolution, was that last look of the mother upon her surroundings of that little child nurse. Some herders chanced to come that way, who, after considerable hesitation, assisted little America in burying her father, and was buried near the southwest corner of El Dorado and Fremont streets, Stockton. One of them, George F. Wyman, afterward became the husband of America.

There seemed to have been two reasons why they hesitated in coming to her assistance: first, they feared the small-pox, and secondly, Captain Sutter had said that he would have any man shot who brought the contagion to the Fort or went among the Indians who had it.

About two weeks after they left, Thomas Lindsay returned to his house on Lindsay's Point in Stockton, and was killed by the Lucklumna Indians from Ione Valley in Amador County, who fired the Tulley House with their victim's body in it and drove off all the stock. A party of whites, Mexicans and friendly Indians, went in pursuit of the band who had committed the depredations and overtook them at the place called the "Island," near the foot-hills, where a conflict occurred, resulting in the burning of the Indian rancheria, with what provisions and property they had, the killing of a few of the warriors of the hostile tribe and the capture of one Indian boy by William Daylor, of Daylor's ranch in Sacramento County. One Mexican, by the name of Vaca, a member of the Vaca family who formerly lived in Solano County, was killed by the Indians in the fight. After this defeat they retreated into the mountains.

In 1845 came the Schmidt party, only to return again, however, on hearing of the war news, as hostile demonstrations began a few months afterward between the United States and Mexico.

In November, 1846, the Isbel Brothers took up land on the Calaveras, Dr. I. C. Isbel occupying the north side of the river, and his brother James the south side, where Fremont had crossed it in 1844. The Doctor erected a log cabin near the river, which possibly is still standing, as one of the most ancient relics of white civilization in this county. The same year, Turner Elder erected a cabin at Dry creek, where the village of Liberty was afterward laid out. On the opposite or north side of the creek, a little further down, his father-in-law, Thomas Rhoads, located. Thomas Pyle settled at what is now known as Staples' Ferry the same year, with his family. It was during the month of November, 1846, that Samuel Brannan, of Sacramento, established his colony on the Stanislaus, about a mile and a half above its mouth, naming the place Stanislaus City. It will therefore be observed that during this year (1846), two distinct colonies were established and four ranches taken up in San Joaquin County,—at the points where the old Spanish trail between Sutter's Fort and San Jose crossed the several streams in the county. When warlike disturbances began, Weber's party first left, then Samuel Brannan's colony in the spring of 1847, and then all the rest except Buckland and the ranchers on the Spanish trail to dispute possession of the country with the Indians. Dr. Isbel retained his claim until 1848, and then sold it to the Hutchinson Brothers, and they in turn sold it to Mr. Dodge. Pyle abandoned his place in 1848, moving near San Jose, where he was killed by a young Spaniard about 1855. A man named Smith took up the place, claiming a

grant, and sold it to John F. Pyle (brother of Thomas), and John W. Laird, who had married one of his sisters. These parties sold to Staples, Nichols & Co. in February, and moved there in April, 1850. Elder lived at Dry creek about one year, and then moved upon the north bank of the Mokelumne river, to a place afterward known as Benedict ranch, and while there twins were born in his family, whom they named John and Nancy. These were the second children born of American parents in the county. Soon afterward Elder moved to the Daylor ranch in Sacramento County. Buckland moved from Stanislaus City to Stockton in the fall of 1847.

When in the fall of 1847 Turner Elder left his log house and claim at Dry creek, Mrs. Christena Patterson, his aunt, moved into it, her husband having died while crossing the mountains in 1846. Soon afterward she married Ned Robinson,—the ceremony being the first wedding in the county. Mr. Robinson abandoned this place on the discovery of gold.

In 1846 the Mexican war brought many to this coast, among them the famous Stevenson's regiment of New York volunteers,—a body of men selected on account of their energetic character and their ability as mechanics. Under Stevenson's command three vessels came from New York,—the Thomas H. Perkins, Susan Drew and the Loochoo. The Susan Drew entered at Monterey February 22, 1847, with 100 men under the command of Captain Thomas E. Ketchum, of this county. The Thomas H. Perkins arrived March 6, 1847. Among her crew were John H. Webster and Samuel Catts, since then residents of Stockton. The Loochoo, arriving twenty days afterward, had on board Martin Cahill, also a resident of this county. Before the close of this year hundreds of immigrants were arriving in the territory, and Weber succeeded in forming a settlement here, the nucleus of Stockton. Among these settlers were Eli Randall, Joseph Bussel, Andrew Baker, John Sirey, R. B. Thompson, H. T. Fanning, Mr. McKee, George Frazer Fairchilds and a man named Pyle. Besides these there were a large number of servants and Mexicans in the employ of Captain Weber.

But the cry of gold, like the calling "cluck-cluck" of the domestic fowl on discovering a little morsel of food, immediately brought immigrants to this territory by the tens of thousands. The first impulse was, of course, to the mines, and the second to the initial settlements on good lands, including Stockton and vicinity. But before the rebounding wave could strike the agricultural sections, Stockton began rapidly to grow, on account of its becoming an entrepôt for the transportation of goods and miners' supplies to the gold fields. By December, 1849, it became a city of over 1,000 inhabitants, with many vessels lying in the slough.

There is one account very explicit as to the settlement of Mormons in Castoria Township in 1846. It is probably correct, although we do not find it elsewhere. It must be given as part of this narrative. It says in substance: In the fall of 1846 the Mormon's made an attempt at settlement. They came, some thirty of them, up the San Joaquin river in a schooner, landing on the east bank near where the Central Pacific Railroad crosses, and then went over the country to the north bank of the Stanislaus river to a point about one and one-half miles from its mouth, where a location had been previously selected by Samuel Brannan, under whose orders the settlers were acting. The party, all of whom were well armed with rifles and revolvers, had come intending to stay. The little schooner that brought them, the first probably that ever ascended San Joaquin river, was loaded with wheat, a wagon and implements necessary to found a settlement and put in a crop. They soon completed a log house, covered with oak shingles made on the ground. They erected a Pulgas red-wood saw-mill and sawed the boards from oak logs with which to lay the floor. As soon as the building was completed they plowed ground and sowed wheat, fencing it in. In this way, by the middle of January, 1847, they had eighty acres sowed and enclosed. The fence was made by cutting down

and cutting up oak trees, rolling the butt and large pieces into a line and covering them with limbs. The native Californians made their fences in this way. Then dissensions arose among them, and the leader, Stout, left the country. The author states that this was the first permanent settlement in the valley, as Lindsay's house had been burned and he killed; but it could hardly be regarded as permanent from what followed.

The account continues: The valley was filled at this time with wild horses, elk and antelope, which went in droves by thousands. Deer were very plenty. The ground was covered with geese; the lakes and rivers with ducks, and the willow swamps along the river banks were filled with grizzly bears. The paths of the bears were as much worn and well defined as the paths of cattle or horses. A bear's path can never be mistaken. They travel with their legs wide apart, and in going over a road a thousand times they invariably step in the same place, so that a regular grizzly bear's path is nothing but two parallel lines of holes worn in the ground. Bear's oil took the place of lard in cooking.

The only provisions sent for the colony was unground wheat, sugar and coffee. All else had to be procured with the rifle. They had a mill with steel plates instead of buhrs, driven with a crank by hand. The wheat was cut or ground up in this way, but not bolted. Every man had to grind his own supply and do his own cooking. The winter of 1846–'47 was very wet and stormy. In consequence of the rain the river rose very rapidly. Eight feet an hour "on the perpendicular" was marked. About the middle of January, 1847, the river overflowed its banks and the whole country was under water for miles in every direction. The San Joaquin river was three miles wide opposite Corral Hollow. After digging their first meagre crop of potatoes, which were mostly rotten, the enterprise was abandoned. Mr. Buckland, who afterwards built the Buckland House in San Francisco, was the last of the little colony to leave the place. W. H. Fairchilds, afterward county supervisor, moved him to Stockton in 1847. The balance of the colony had gone to the lower country, but when the gold excitement broke out they concentrated at what is known as Mormon Island, and worked the mines, depositing their dust with Samuel Brannan "in the name of the Lord," and when they wanted their money it is said he told them he would be happy to honor their check signed by the Lord, and until this was done he should keep the deposit secure.

Subsequently in the early settlement of Stockton, a small company of Mormons settled near the bulkhead of Mormon channel, and after them the channel was named. Somewhat corroborative of this account of the settlement in Castoria Township, it is known that in 1846 eighty acres was sown to wheat in that township, but there was no yield; and here let us stop to make a little inquiry into the early experiments in grain growing in this county. In the year 1847, Joe Bussel sowed about sixteen acres to wheat near Lindsay's Point, but it was not worth cutting. In 1851 W. L. Overhiser raised sixteen acres of barley on the Calaveras river north of Stockton, and this he harvested, and this would seem to have been the first crop harvested in San Joaquin County. Mr. Sargent grew between forty and fifty acres near where Woodbridge now stands, and harvested it, and it was after the driest winter ever known in the State; and these were the only fields cut in the county.

The next year Sargent and Overhiser each harvested about sixty acres of grain, and quite a number of others grew grain in small fields, so the assessor's returns show there was 4,001 acres of grain. There was of wheat 5,145 bushels; barley, 111,489 bushels; oats, 1,625 bushels; corn, 1,245 bushels; potatoes, 42 3–10 tons. And this grain was cut with cradles which cost $150 apiece.

In October, 1847, a company of overland emigrants arrived at the place, on their way to the lower country. Mr. Weber persuaded them to stop for a time and look over the valley, to see if they would not consider it to their ad-

vantage to remain. W. H. Fairchilds, since a county supervisor, was of this party, as well as Nicholas Gann and his wife Ruth, who, while they were camping on the point where Weber's house now stands, in October, gave birth to a son, to whom they gave the name of William. This was the first child born of white parents in the county. With the exception of Mr. Fairchilds, the parties all decided to move farther south.

It was during that year that Captain Charles Imus undertook to carry out a "wild horse scheme." He selected a point on the San Joaquin river, where San Joaquin city now stands, which he considered favorable, and then went to the mountains west of the valley and commenced cutting timber to build a corral, into which he proposed driving wild horses, and there to capture them; when Pico, on whose grant he was cutting the timber, put a stop to his visions of corraling the "untamed steeds of the desert," by singing to him the pathetic song of "Woodman, Spare that Tree," and the Captain, not caring to verify the old saw of "a nod is na sae good as a kick for a blind horse," folded up his tent like the Arab, and departed into the lower country. Captain Imus was the leader of the party that crossed the plains in 1846, of which the Pyles, Isbels, Elders, and Rhoads were members.

In 1847 Eli Randall, Joseph Bussell, Andrew Baker, John Sirey (variously spelled), R. B. Thompson, John H. Webster, Mr. McGee, George Frazer, W. H. Fairchilds and Mr. Pyle, are mentioned as being in and about Stockton, and at that time there was no settlement in the county whatever outside of Stockton, and this was true until 1849, with the exception of a few transients already mentioned,—Boswell, Scott and Doak at the ferry, and Dr. I. P. Isbel, and there were no women or children with them.

Samuel Catts, who settled permanently in Stockton in January, 1849, first stopped at San Francisco in 1847, then in the military service. The next year he passed through here on his way to Mokelumne Hill, with a very rudely-constructed cart hauled by oxen. The team hauled the load by a piece of wood being attached to their horns, to which the cart or load was hitched. These California carts were made entirely of wood, composed of two wheels and box, the wheels being about two and a half feet in diameter.

WEBER AND THE CONQUEST OF CALIFORNIA.

Soon after Mexico gained her independence from Spain a party of revolutionists obtained control of the government and formed a new constitution, which deprived the Mexican States of many of their former privileges. This angered the Californians, and in Monterey they arose in a mass and declared themselves independent until the re-adoption of the old constitution. Efforts were made to incite the people to arms, and a body of men under General Vallejo disbanded the American troops and transported the Government officials to Mexico. Peace was restored in 1837, and the people took the oath of allegiance; but in their hearts there was a feeling of hatred against the Mexican government which time could not heal. Governor Alvarado and General Vallejo fell into an angry dispute, each asking for the other's removal. The home government concluded to stop trouble by displacing both of the grumblers. In August, 1842, Micheltorena arrived in San Diego with an army, and with two-fold power—that of civil and military governor—and was generally welcomed by the people. During this happy period Commodore Jones, of the United States government, sailed into Monterey and promptly hoisted the American flag, which excited the Mexicans for a time; but upon the Commodore's taking down the flag all was again quiet. Both General Vallejo and ex Governor Alvarado, not liking this movement by the home government, united their forces with those of Castro, and attempted to drive Micheltorena back into Mexico.

About this time, and after the arrival of Weber, an alliance was formed between the pioneers and Indians, strengthened by the ar-



Charles M. Weber

rangement which he made with Jose Jesus at Sutter's Fort, and the policy of this party was that of peace, as their desire was to remain neutral. The small-pox, together with the breaking out of the Micheltorena war, depopulated the county in 1844. During the latter part of this year and the early portion of the next, a serious departure was made by the foreign population of the country from their undorstood policy of non-intervention between opposing factions of the country. The first instance of this was exhibited in forcing upon Captain Weber, at San Jose, who was conducting a large mercantile business there, and was exposed to depredations from the outlaws and other ruffians under Micheltorena. When Micheltorena came within twelve miles of San Jose to suppress the rebellion, he was met by Captain Weber with an armed force, Castro's army having fled from San Jose. Depending upon his friendship with Micheltorena, and resorting again to peace measures, he sent a note to that gentleman informing him that Castro had fled, and requesting him to march around the town. The Mexican general informed him that he must pass through the town in pursuit of Castro. As this meant destruction of property and possibly of life, Weber determined to resist it.

Hastily summoning the men of San Jose he told them of the condition of affairs, and said that by organizing the progress of the pursuing army could be checked. A company was formed, and Weber placed in command; and they set out to meet the enemy. He sent a message to Micheltorena, informing him what he had done, and telling him that he was acting only in defense of his property, and that he had no designs whatever against him. However, when Weber met the General he relied upon strategy to accomplish his purpose. Commanding his men to appear on the surrounding hills he had them ride quickly about from point to point, appearing and re-appearing so that he would seem to have a large army. When the scouts of the enemy appeared Weber's force would drive them back. These maneuvers lasted for several days, until Castro, hearing of the brave stand of this handful of men, became ashamed of his cowardice, and re-enforced Weber. Micheltorena, finding that he had truly a large force in the country, made peace and agreed to leave the valley.

The next year, and just before the full inauguration of war between the United States and Mexico in California, Captain Weber was appraised of the event by the naval officers at Yerba Buena, and, to more fully satisfy himself regarding the coming events, on pretence of business started for Yerba Buena, and on arriving there learned that Fremont was across the bay. Going over, he met him and learned the contents of the Government dispatches to Fremont brought by Gillespie, and also his plans, and particulars concerning the Bear Flag insurrection. Weber informed Fremont of the movements of Castro and of the helpless condition of the families of the immigrants, and it was thought advisable to bring them together in some fortified place.

Weber then returned to Yerba Buena. On his way back to San Jose, in passing through the Redwood mountains, in June, 1846, he talked too freely with an Irish settler named John Coppinger, who had a Mexican wife, and betrayed Weber to Castro, then at Santa Clara preparing to attack the Bear Flag party. Weber began raising a force in that region to protect San Jose. Going to that pueblo one day on business, the Alcalde invited him to his house. He went, not suspecting danger, and he was taken prisoner, together with a Mr. Washburn, his blacksmith. Castro's men were then eager for his life, and twice was he taken out of his cell to be shot; but so strongly were Castro and another officer attached to him for past services that his life was spared.

On the 7th of July came the news of the hoisting of the American flag at Monterey and the hasty departure of Castro for Los Angeles, taking Weber, Washburn and Burt with him. During the flight, Castro released Washburn

and Burt, but kept Weber, whom he took all the way to the Rio Grande, leaving him there to find his way back afoot and alone. He arrived in Los Angeles some two or three days after the capture, for the first time saw Commodore Stockton, and on that occasion the Commodore talked so sweetly to Captain Weber that the latter decided to name his town here in his honor.

When Castro left Los Angeles he buried all his artillery; and Weber, learning that the forces were searching for it, told Fremont that if he were provided with a detachment of men and some money, he thought he could find it. These were provided, and, finding some of his friends who had been in Castro's army, Weber handed them a little money and the artillery was found. Among the cannon was the brass field-piece of Captain Sutter. This and other pieces were placed on board vessels at the close of the war, and Sutter's was restored to him.

Reaching San Jose the first of October, he received in a letter the startling news that Flores had risen in revolt near Los Angeles, and Gillespie, who had been left to hold that town, was a prisoner. Fears being entertained that the revolt might excite an open rebellion of the Californians in the middle and northern departments, Captain Weber received orders to enlist as many men as possible for either three or six months. What occurred directly afterward demonstrates that Weber was a far better soldier than Fremont. The latter was sent on a swift coaster from Yerba Buena fast in the wake of the Savannah to San Pedro, with 200 riflemen, who were to land in the night at Santa Barbara and take the place by surprise. On his way down he was told by the captain of a merchant ship coming up that it was impossible to obtain any horses in that vicinity, as they had all been stolen by the Californians, and he thereupon turned about and came back to Monterey. The Americans were therefore defeated of their purpose. The news of this imbecile movement humiliated Weber. Receiving a letter from Captain Montgomery asking him to obtain horses for Fremont's command, he replied that if horses were to be found he would have them. He got them; and with his splendid company of mounted riflemen, he rode over all the country between San Jose and San Juan, collecting more horses and driving them to that place. Captain Maddox, riding back to San Jose, immediately started on another raid in the range of mountains bordering on the coast west of Yerba Buena. Having heard of the coming of Weber in search of horses, the Californians and foreigners endeavored to hide their animals in the hills, and in order to secure them it was necessary for Weber to divide his company in squads of two, three and four, and ride quietly through the surrounding hills. In taking horses without regard for friend or foe, he chanced to take those of Wm. D. Howard & Co., which crippled their business, as they could not then travel throughout the country with their merchandise. Howard's horses were at this time in charge of Sanchez, and the owner remonstrated with Weber, but in vain. However, he finally went to Captain Montgomery and obtained relief.

Weber left all the horses in charge of the officers at Yerba Buena, and with his men scoured the opposite country as far north as Martinez for yet more. These were driven to San Jose and pastured on Weber's ranch, but soon were in the possession of Fremont, who with 300 mounted and equipped men started for Los Angeles.

During the first week in December, Lieutenant Bartlett ventured out of reach of the vessel's cannon at Yerba Buena and was taken prisoner by Sanchez and a force of fifty men, who had started another "revolution." Weber, hearing of the imprisonment of his friend, made preparation to pursue Sanchez. For a time he was in doubt regarding his future plan of action, and even brave men were in fear. The army was 500 miles away, the force of the pueblo was small and inferior, the marines of the vessels were useless without horses, and the strength of the enemy was unknown. Sending

word to Captain Maddox at Monterey to come to Santa Cruz and intercept Sanchez should he retreat in that direction, Captain Weber sent word by water to Captain Montgomery of his intended plan and also for a force to hold the pueblo in his absence. Lieutenant Pinckney arrived to hold the post, and Captain Weber started for Yerba Buena. On the way he learned that Sanchez had gone with his prisoners into the mountains. Arriving at Yerba Buena, he consulted Commodore Hull, now in command of the department, and they agreed upon a plan.

The force, consisting of two mounted companies and one of artillery, after a tedious delay, started on their march. Sanchez, by the tardiness of the troops, had increased his force to more than 200 men and advanced to San Jose expecting to find it unoccupied. Lieutenant Pinckney, however, was there to receive him and he again returned to the mountains. As on their march toward Santa Clara the troops came into a dense hedge of tall mustard, Sanchez and his men came galloping over the plain and fired upon the troops as they approached, throwing them into dismay, as their position was very disadvantageous and their naval commander was ignorant of land tactics. Reaching the open plain, they brought their cannon into play, and the famous battle of Santa Clara was fought, with victory in two short hours on the side of the troops. Sanchez, the last revolutionist of the period, was obliged to capitulate. While the terms of surrender were under consideration, a body of men came over the hills at a double quick, firing upon the Sanchez party at every step. It was the brave Captain Maddox, who, tired of waiting, was advancing toward Santa Clara, and, hearing the firing, rapidly advanced, only to meet the defeated foe.

In January, 1847, the Californians were everywhere conquered, and soon afterward peace was declared between the United States and Mexico.

WEBER AND CIVIL AFFAIRS.

We will now proceed to mention the other prominent events of Weber's life prior to 1849, reserving a formal biography of him, containing other points, for a future chapter.

Mr. Weber came to California in 1841 with the noted Bartelson party, consisting of thirty-five men and one woman. The lady was Mrs. Nancy A. Kelsey, wife of Benjamin Kelsey, the first woman to cross the plains to this country. The Bartelson party was a combination of emigrants for three different points. One party was destined for Oregon; another was a company of Jesuit priests going to the western wilds on a mission to the Indians in Idaho and Oregon; and of this party Father P. J. De Smet was the leading spirit. The third party was the California wing, numbering thirty-six, as before mentioned.

Leaving Independence, Missouri, May 8, 1841, they all traveled together as far as Fort Hall, near Salt Lake, where the division took place. Bartelson's party started for California, without a guide, by the way of Mary's (now Humboldt) river. They went to Carson river, and from the latter by a branch to the main channel of the Walker's river, up which they went to a point near its source. Crossing thence the Sierra Nevada, they descended its western slope between the Stanislaus and Tuolumne rivers. Crossing the San Joaquin river, they finally arrived at the ranch of Dr. Marshe, near the eastern base of Mt. Diablo, November 4, 1841, having been about six months on the way. Here the company rested for a number of days, and then disbanded, each going to the point in the country which his interests demanded. Captain Weber and a friend started for Sutter's Fort, having letters of introduction to Captain Sutter. Passing through the country now known as San Joaquin County, he beheld for the first time the land that the result of his own labors was to people within his life-time with 30,000 souls.

Weber spent the winter of 1841–'42 at the fort, in the employ of Sutter. While there he found a quantity of seeds which had been laid away and apparently forgotten. By way of experiment, he planted them, and had good success. In the spring the premises seemed like

an enchanted fortress in the midst of perennial gardens. Besides flowers, there were three kinds of tobacco and some vegetables.

WEBER AND THE INDIANS.

During the same winter Jose Jesus, the celebrated chief of the Siyakumna tribe, visited the fort, at which time Weber first met him, and a permanent friendship gradually grew up between them, which had much to do with the peaceable manner in which the country was afterward settled by the whites.

The Captain learned, in his intercourse with the foreigners in the country, that a sentiment was springing up among them in favor of eventually Americanizing California, and concluded that he was fully warranted in casting his destinies with the other venturesome spirits who had decided to make Alta California their future home. In the spring he visited San Jose and decided to make that his home until the time should come, if ever, when it would become necessary to wrest from Mexico a portion of the country, over which to hoist a flag with the "Lone Star." The intention of those who came here previous to June, 1846, with the expectation of making this their home, without regard to their nationality, was to work a political change in the country, "peaceably if they could, forcibly if they must;" and this was to be done not because of any desire to injure the native Californians, nor in a spirit of conquest, but because it was evident to those clear-headed Argonauts that to make the country a prosperous one (one that would warrant occupation by a people of progressive civilization), necessitated a radical change in the manner of administering the affairs of State. This change they proposed to effect in connection with the native inhabitants, if they could; and if this could not be done, when they became strong enough, eventually to wrest a portion of the territory from Mexico and form a government of their own.

Captain Weber formed a partnership with Guillermo Gulnac, and soon established a credit which enabled the firm to do a very large business. They were the first parties in that portion of the State to build a flouring mill and manufacture flour, combining with the business the manufacture of sea-biscuit or crackers, this mill having been erected and flour made in 1842. They also entered quite largely into the manufacture of soap and American shoes, being the first manufacturers of the latter in California. In July, 1843, Gulnac petitioned Manuel Micheltorena, the Governor of California, for a grant of eleven square leagues (48,000 acres) of land, to be located in the vicinity of French Camp, in the San Joaquin valley. Captain Weber was the real party who wanted the land, but not being yet a Mexican citizen he employed Gulnac, who had the right to petition for land. About this time the commercial partnership was dissolved, the Captain becoming the successor to the business, and Gulnac, his eldest son, Jose, and Peter Lassen, with several vacaros, took the cattle belonging to them and Captain Weber, and proceeded to take possession of the applied for grant, at first making their headquarters where Stockton now is; but owing to the fact that the Hudson Bay trappers had left for the summer, they became alarmed for their personal safety among the Indians and moved their camp up to the Cosumnes river, so as to be in reach of Sutter's Fort for protection. Gulnac visited Sutter, and was presented by that officer with a swivel gun such as the navy used in those days when attacking an enemy in small boats, mounting the swivel in the bow. This "young cannon" was to be used by Gulnac as a warning to the Indians to "flee from the wrath to come." It would make a "heap big noise" when fired, and was respected accordingly by the aborigines.

The reason which caused Captain Weber to desire the location of his proposed grant on the "up country side of the San Joaquin river," was due to the political intentions of those pioneers which in 1843 had assumed so definite a form as to have caused the question to be discussed among them where the division line was to be drawn between the Mexican provinces and

the territory to be taken from them, in case it should result in that extreme measure; and the conclusion had been tacitly arrived at that the San Joaquin river and the bays of San Francisco, San Pablo and Suisun were to form the line of division. Thus it may be seen that a strong reason for choosing a locality north of the San Joaquin was to secure land where one could gradually concentrate his property within the limits of the country to be acquired. Another reason for selecting this special locality was the facilities it would give one for dealing with the Hudson Bay trappers who made their headquarters every winter at French Camp, from whom, in exchange for fur, he obtained ammunition, blankets, clothing, etc., of a better quality and at lower figures than could be obtained elsewhere at that time.

The attempt to settle the expected grant failed because of the fears of Gulnac, and the Captain obtained a passport from the alcalde of San Jose, and proceeded to visit Sutter's Fort, with a view of seeing the Indian chief, and making a treaty of peace with him, if possible. After arriving in the country, an Indian runner was sent to find the chief, and ask him to meet the Captain at a given time and place. A meeting was arranged, and at the appointed time the two men, representatives of their races in the country, met. Captain Weber explained his plans to the Indian, stating that he was desirous of settling on land in the San Joaquin valley; that the Americans were desirous of being his allies and friends; that they were not coming to injure nor rob, but as friends to aid and benefit his tribe; that he wished to settle here to be beyond the reach of the Spaniards, in case of trouble between the Americans and native Californians, against whom this celebrated chief was waging an endless war. The result was a friendly alliance that remained unbroken to the end. The chief advised the building of the American village at the point where it was located, the present site of Stockton, and agreed to provide all the help necessary in the tilling of the soil, and to furnish a war party when called upon to defend the settlers' property against either Indians or Mexicans. The Captain was generous in his presents, and a friendship was started at the interview that lasted during the life of Jesus, and the Captain ever remembered the Siyakumna chief as one of his most reliable and valued friends of early days.

This great Siyakumna chief believed that he and his people had been wronged by the Spanish, and he would never smoke the pipe of peace with them. He would swoop down upon the plains and carry off their stock, taking it to his stronghold in the foot-hills of the Sierras; and if the missions or settlers of those valleys saw fit to attempt a rescue, he fought them, and was universally victorious. The San Joaquin river divided his territory from the Californians, and when east of that stream he was upon his "native heath;" and it was rare indeed that the pursuers followed him into his own country. They had learned better in their battle on the banks of the Stanislaus in 1829, when Estanislao, the former chief of the Siyakumnas, defeated their combined San Jose and Yerba Buena forces.

It will be seen that Jose Jesus was so circumstanced as to receive favorable advances from a people who gave as one of their reasons for desiring his friendship, the probable hostility that might in the future exist between them and the Spanish people of the country. He believed that he was strengthening himself against his old foe. It will also be observed that the line beyond which the native Californians, even in armed parties, found it dangerous to pass, was the San Joaquin river. Beyond this it was considered and understood by them to be savage and inhospitable wilds. Jesus had made them respect that river as the practical north boundary line of their territory.

In December, 1847, the Polo Indians from the mountains crossed the San Joaquin river and stole a quantity of horses from Livermore and Dr. Marshe; and those gentlemen sent to Captain Weber a statement of the fact, and asked him to use his influence among the tribes and see if he could not recover their stock. The

Captain sent a runner to his friend Jesus, asking him to search for trails, and from his manner of reading signs tell him what tribe had taken the stock, and where to. In due time a response came, and an expedition was fitted out, consisting of a party of whites and the chief of the Siyakumnas, with his warriors, all under the command of Captain Weber. They struck immediately for the head-waters of the Calaveras. When they reached what was later known as Murphy's camp they found the horses, and a battle ensued, resulting in the destruction of a couple of Indian villages, the killing of some hostile Indians, and the recapture of the stolen horses. The expedition returned in February, 1848, and the chastisement they had given the Polos was effectual in putting a stop to further raids by Indians upon the settlers.

Immediately after the return Captain Weber planned and commenced preparations for an expedition to move in May up the San Joaquin valley, to chastise a tribe of Indians known as the Chowchillas, whose range was beyond the present town of Merced. They would not enter into any treaty of peace with the Americans, and openly declared their hostility. Sutter was to furnish twenty men, San Jose forty, and the Captain was able to raise about thirty in his part of the country. Jesus was to furnish 200 warriors under his own command; but before the different quotas of the expedition assembled at any rendezvous for the campaign, news reached Tuleburg that gold had been discovered, and the Chowchillas escaped being whipped into a friendly feeling for the Americans. The failure of the movement was the cause of the loss of many a miner's life in after times.

MEXICAN CUSTOMS.

The old California families residing here at the time of the American occupation were lavish in their expenditures, and princely in their hospitalities. They had a vast amount of property, but little money, as their remoteness from the commercial world cut off occasion for the use of money. To the stranger arriving at their adobe dwellings they would say most heartily, you are welcome to the use of all you see here. If the visitor should express admiration for a valuable horse or a beautiful work of art, which perhaps might have descended through generations, his host would immediately say in the most courtly manner, "At your service, sir; take it; take it." It was not, of course, intended that the visitor should walk off with the horse or the valuable work of art, but it showed the spirit of hospitality that prevailed among the old-time, easy going Mexican descendants of the better class.

Prior to the influx of the gold-seekers the vast stretch of country west of the Sierras was a garden of sleepy ease, dotted with scenes of great picnics, grand dances and wild round-ups. Thousands of horses and cattle roamed over the plains almost uncared for throughout the year. Adobe houses, half castle and half house, nestled twenty or twenty-five miles apart on the highest points of ground obtainable in the valleys, where the owner, dressed in his light gown and leather breeches seamed with buttons, could look out over the fields. Every family knew every other family. Parties of visitors were almost constantly traveling from house to house on horseback.

At the annual round-ups hundreds of mounted men, with whirling lassos, monstrous spurs, and saddles studded with silver filagree, gathered from many miles around to divide the year's increase of stock and brand the yearlings; and a great time it was. The picnics were attended by parties coming so far as fifty miles sometimes, and would often last for days, at which horse-racing and fandangos (dancing to guitar music) were the principal amusements. One favorite pastime was to ride in a circle at a gallop and pull off the head of live chickens buried in the ground. Occasionally, also, an old-fashioned Spanish bull-fight was had.

The white-plastered mud walls of the adobe house were topped by a roof of tiles. The floors were often bare, but the better rooms were floored with bricks a foot square. The

Californians were a fine, manly people, tall, straight and well formed, and were affectionate and gentle when courteously treated. No bands of robbers ranged the country to disturb the peace, for money was scarce and horses and cattle were too abundant to be worth stealing. Cattle were often killed for tallow alone. Dipped candles were the best light-givers of those times. Meat, milk and corn, were the main articles of food. The corn was pulverized on granite stones, and made into slap-jacks, called *tortillas*.

Home life was held so sacred that lovers had much trouble in getting opportunities to see their sweethearts; and it often happened that two or three of them would club together and get up a ball at their own expense, simply for the purpose of meeting their inamoratas. On such occasions invitations were extended far and wide; and when a marriage was to take place everybody knew it, as it had been announced in the nearest church; and everybody would be present at the feast and ceremony.

But these old Californians, like the Indians, seemed to be unadaptable to the ways introduced from the States. Those who are yet living are very poor. They sold their possessions cheaply to the gold-seekers and squandered the money they thus obtained, not recognizing the necessity of becoming more industrious and in new lines of work when the population increases in density. A few years ago a poorly-clad man came riding into Stockton, with the traditional silver-spangled bridle and saddle as his only relics of pristine luxury. It was Joseph Livermore, whose Spanish name was José Positos, given him from his possessions, known as "El Rancho de los Positos" (the ranch of the little pools). His eyes dimmed as he recalled the days gone by and lamented the present. He came to town for the purpose of seeing once more the faces familiar in happier times, and of calling up again the scenes of forty years ago. It was his last ride over the plains on which he used to gallop to the scenes of hilarity, for shortly afterward he died.

When this State was first divided into counties San Joaquin contained the following well-known Mexican families: R. Gonzales, E. Sofia, J. Ma Martinez, J. Ma Carillo, Francisco Duarte, Jose de Lopez and R. Buelna.

THE PIONEER SOCIETY.

CHAPTER III.

NOVEMBER 21, 1868, there appeared in the Stockton daily newspapers the following notice:

To the Pioneers of the County of San Joaquin:

Pioneers who arrived in this State prior to the 1st of January, 1851, are respectfully requested to meet at the City Hall on Monday, the 23d instant, at seven o'clock in the evening, for the purpose of organizing an association in this city. MANY PIONEERS.

Stockton, November 21, 1868.

A meeting was accordingly held, at which Dr. R. K. Reid was elected temporary chairman and John H. Webster temporary secretary. On motion of J. B. Hall the temporary officers were declared permanent. A committee of nine persons who had arrived prior to the admission of California into the Union was appointed to draw up plans for the formation of a society, namely, John B. Hall, E. W. Colt, George S. Evans, H. F. Hubbard, Dr. C. Grattan, R. B. Smith, G. A. Keith, J. D. Spencer and E. H. Allen.

The second meeting was held November 30, at which the above committee reported progress, and short speeches were delivered by Drs. Shurtleff, Holden and Grattan, and Messrs. Masterson, Colt, Peters, Groves and others, giving reminiscences of their experience in the early days. At the third meeting, December 7, a series of resolutions were adopted defining the limits and conditions of membership, the conditions of the first election under the constitution to be adopted, and enumerating the details of business to be transacted until said election. The initiation fee was fixed at $10.

The constitution, which was made up from those of the societies at San Francisco and Sacramento, was adopted the same evening, with thirty names subscribed, in accordance with the third resolution, and the following officers were elected: Dr. G. A. Shurtleff, President; E. W. Colt, Secretary; Thomas K. Hook, Treasurer. At the next meeting, J. B. Hall, J. A. Jackson and S. V. Tredway were elected Vice-Presidents, and the following to compose the Board of Directors: B. Howard Brown, Dr. C. Grattan, John Schraick, S. P. Gorham, J. C. White, A. W. Brush, W. Canfield, G. A. Keith and E. W. Atwood.

The articles of incorporation of the San Joaquin Society of California Pioneers are as follows:

1. The name of the corporation shall be, and is, the San Joaquin Society of California Pioneers.

2. All persons who were citizens of the United States, or capable of becoming citizens thereof, and who were residents of California prior to the ninth day of September, one thousand eight hundred and fifty, the day of the admission of California into the Union, and the male descendants of all such persons, shall be

eligible to membership. Honorary and life members may be admitted in accordance with the provisions contained in the by-laws.

3. The purposes for which the corporation is formed are: To cultivate the social virtues of its members and unite them by the bonds of friendship; to create a fund for benevolent purposes, in behalf of the members; to collect and preserve information and facts connected with the early settlement of California and especially of the valley of the San Joaquin, and with the history thereof, from the time of such settlement to the admission of the State into the Union; to form libraries and cabinets, and by all other appropriate means to advance the interests and perpetuate the memory of those whose sagacity, energy and enterprise induced them to settle in this country and to become the founders of a new State.

4. The principal business of the corporation will be transacted at the city of Stockton, in the county of San Joaquin, in the said State.

5. The corporation shall exist for the term of fifty years.

6. There shall be ten directors of the corporation, who shall be elected annually by the members thereof.

Since the date of organization, the presidents of the society have been: G. A. Shurtleff, 1868–'70; John B. Hall, 1870–'71; R. K. Reid, 1871–'73; George S. Evans, 1873–'74; F. W. Todd, 1874–'76; Wm.Graham, 1876–'77; W. F. Freeman, 1877–'78; Henry Adams, 1878–'79; C. Grattan, 1879–'80; John Wallace, 1880–'81; Theodore Lee, 1881–'83; Andrew Wolf, 1883–'84; Jeremiah Robinson, 1884–'85; John Grattan, 1885–'86; R. E. Wilhoit, 1886–'87; T. K. Hook, 1887–'88; George Gray, 1888–'89; Archibald Leitch, 1889–'90.

Secretaries (Recording): Edward W. Colt, 1868–'69; M. H. Bond, 1869–'70; Julius Steiny, 1870–'73; Alonzo Rhodes, 1873–'77; Julius Steiny, 1877–'78; Alonzo Rhodes, 1878–'79; A. G. Brown, 1879–'80; W. F. Freeman, 1880–'83; W. H. Robinson, 1883–'90. To one acquainted with the facts it is no wonder why Mr. Robinson has been elected secretary, correspondent, etc., of so many societies. His penmanship is exceedingly beautiful, orthography and punctution exact, and all his statements of fact exhibit a marked degree of painstaking.

LIST OF MEMBERS.

The most retrospective moods of the pioneers will be best satisfied by scanning the following list of members of the San Joaquin Society of California Pioneers. While printing the list, it was thought best to include also those sons of pioneers who have recorded their names there; and all the names of the members are given in the order in which they are recorded. Although we have taken special care in transcribing the names, a few were difficult to decipher and a few members probably wrote I for J and thus misled the printer. The name "Panama" in the fourth column signifies the Isthmus of Panama, though some came by way of the port of Panama and some by the San Juan del Süd route. The word "Overland" signifies the northern route generally, without specifying the various cut-offs, etc.

NAME.	NATIVITY.	ARRIVED.	ROUTE.	VESSEL.
Geo. Aug. Shurtleff	Mass.	Oct. 2, '49	Cape Horn	Mt.Vernon
Edwin W. Colt	Ga.	July 14, '49	Mexico	California
John B Hall	Md.	Aug. 10,'50	Cape Horn	Republic
Solyman P. Gorham	Me.	Sept. 7, '50	Panama	S. Sands
Albert W. Brush	Ill.	Oct. 28, '49	Plains	Prairie [Schooner
Wellington Canfield	N. Y.	Aug. 21,'50	Panama	California
B. Howard Brown	Mass.	Apr. 6, '50	Cape Horn	Richmond
Robert King Reid	Penn.	Sept.16,'49	Panama	
Th. von Grunigen	Switz.	Sept., '49	Panama	Panama
Daniel Severy	Me.	Sept., '49	Cape Horn	
Andrew Wolf	Ohio	Sept. 1, '49	Plains	
John Tuohy	Ireland	Feb. 18, '50	Cape Horn	Victoria
Thos. K. Hook	Penn.	Sept., '49	Plains	
Louis E. Chicard	Penn.	Nov., '49	Plains	
John H. O'Brien.	N. J.	Aug. 15,'49	Cape Horn	Isabel
Isaac Murray	Britain	Sept., '49	Mexico	
Augustus Vobbe	Prussia	Apr., 10,'50	Cape Horn	Gellert
Manly Dyer	Ohio	Aug. 25,'49	Plains	
Morris H. Bond	N. Y.	Aug. 8, '49	Cape Horn	Panama
Chas C. Bruckmann	Germany	Dec., '49	Cape Horn	Cecrops
Martin Cahill	Ireland	Mch 26,'47	Cape Horn	Loochoo
Henry O. Mathews	Ireland	Oct., '49	Panama	Union
William Gelabert	Spain	Nov., '44		Savanna
Thomas H. Brown	Mass.		Panama	
Clem't A. von Detten	Prussia	Aug., '49,	Cape Horn	Pacific
John Wallace	England	Dec., '49	Magellan	Pera
Joseph Hale	Mass	May, '50	Cape Horn	Euphrasia
William O Tripp	Albany	Jan. 7, '50	Cape Horn	Chart.Oak
Samuel Catts	Md.	Mch 6, '47	Cape Horn	TH Perki's
Fred A. Spear	Mass.	May 2, '50	Cape Horn	Hannibal
Charles F. Whale	N. Y.	June 18,'49	Panama	Oregon
Wm. McK. Carson	Md.	July 21, '49	Cape Horn	J. Parker
Nathaniel C. Culver	N. Y.	May 3, '49	Mexico	
Henry T. Fanning	N. Y.	Apr., '44	Cape Horn	P'rtsmo'th
Daniel Adee	N. Y.	Sept. 17,'49	Cape Horn	Keoha
Chas. S. Stevens	N. Y.	Dec., '49	Overland	
James J. Evans	Ky.	Sept 29, '49	Overland	
Francis W. Todd	Ky.	June 4, '49	Panama	Panama
Francis F. Culver.	Vt.	July 6, '49	Cape Horn	Ed Everett
Elijah W. Attwood	Conn.	June 29,'49	Cape Horn	Mentor
Charles H. Walcott	N. H.	Oct. 3, '49	Cape Horn	Nautilus

NAME.	NATIVITY.	ARRIVED.	ROUTE.	VESSEL.
John C. White	Ohio	Sept. 2, '49	Overland	
Edward Masterson	Ireland	Sept. 15, '49	Mexico	
Henry Ramsay	Norway	Apr. 10, '50	Cape Horn	EPrescott
J. W. van Benschoten	N. Y.	Dec., '48	Mexico	
A. G. Brown	Me.	July 9, '49	Cape Horn	Suliote
Ira McRay	Ohio	Oct. 10, '49	Panama	SierraNev
M. Walthall, Jr	Miss.	May 23, '51	Panama	Columbus
James T. Wadsworth	Mass.	Oct. 2, '49	Cape Horn	Yeoman
Russell B. Smith	Vt.	Aug 20, '49	Overland	
Stephen Burgen	France	June 1, '49	Mexico	
Jeremiah Robinson	Mass.	Oct. 9, '49	Cape Horn	Walt Scott
L. P. Whitman	Mass.	Sept. 16, '49	Cape Horn	Elizabeth
J. A. Morrison	N. Y.	Mch 2 1, '49	Cape Horn	Ohio
Cornelius Chaplin	N. Y.	July 17, '50	Overland	
Theodore Lee	N. Y.	Aug., '49	Cape Horn	Helena
John V. McGowan	Nov.Scotia	Aug. 4, '49	Panama	Panama
L. Beysser	France	Mch 31, '50	Cape Horn	London
H. Tinkham	Vt.	Sept.12, '49	Cape Horn	Lanark
John H. Webster	Me.	Mch 6, '47	Cape Horn	THPerki's
S. H. Pickett	N. Y.	June 28, '49	Cape Horn	Mentor
O. P. F. Kallenbach	N.J.	Aug. 8, '49	Cape Horn	Panama
Thomas Henderson	Iowa	Oct. 16, '49	Overland	
G. A. Keith	Ill.	Aug. 28, '49	Overland	
W. S Taylor	Iowa	Sept. 15, '49	Overland	
Joseph Adams	Me.	Apr. 6, '50	Cape Horn	
E. B. Bateman	N. J.	June 27, '49	Mexico	
William Saunders	Mass.	Oct. 2, '49	Cape Horn	
H. H. Hewlett	N. Y.	Aug., '50	Panama	California
George S. Evans	Mich.	July 4, '49	Mexico	
John S. Haines	Ind.	Sept. 16, '49	Overland	
William Lottman	Germany	Apr. 16, '49	Cape Horn	HNeasm'h
Daniel W. Fanning	N. Y.	Oct. 24, '48	Southern	
John Seamands	Ill.	July 10, '50	Overland	
David F. Douglass	Tenn.	Oct., '48	Mexico	
George L. Smith	Germany	Oct. 18, '49	Panama	
James Smyth	Texas	Aug., '49	Panama	
G. W. Trahern	Miss.	May 1, '49	Overland	
Roswell C. Sargent	N. H.	Oct 3, '49	Overland	
Samuel Foreman	Ohio	Sept. 1, '49	Overland	
Stephen H. Davis	R. I.	Feb., '50	Cape Horn	
Ransom Eccleston	Ohio	Aug. 18, '49	Overland	
Elias Ireland	N. J.	Sept. 1, '50	Overland	
Ezra Fiske	Mass.	Apr. 6, '50	Cape Horn	
Henry Barnhart	Penn.	Aug. 9, '49	Overland	
Christopher Grattan	Ireland	Oct. 6, '49	Cape Horn	Canton
Thomas D. Wren	S. C.	Mch 10, '50	Cape Horn	Coosa
Henry C. Shattuck	Mich	Aug. 18, '49	Overland	
Thomas Sedgwick, Sr.	England	Aug., '49	Cape Horn	R. Bond
Thomas Corcoran	Ireland	Aug., '48	Overland	
Julius Steiny	Russia	Dec. 25, '49	Cape Horn	Mandara
William Colnon	Ireland	Aug. 9, '50	Panama	
Jerome Myers	Indiana	June, '50	Panama	
Septimus Williams	Ohio	Sept., '49	Overland	
David Jockers	Ohio	Aug. 10, '50	Overland	
John Schraick	Switz.	Nov. 10, '49	Mexico	
Columbus Hampton	Va.	Dec., '49	Mexico	
J. A. Blasingame	Ala.	Mch 12, '50	Panama	
Samuel Myers	Penn.	Sept. 1, '49	Overland	
Joseph O'Donnell	Ireland	Aug., '50	Australia	
Arthur H. Rich	Wis.	Aug., 14, '49	Overland	
J. Carsten Grupe	Germany	July 16, '49	Cape Horn	
Henry Ortman	Germany	July 18, '49	Cape Horn	
E R. Stockwell	Vt.	July, '49	Cape Horn	
W. W. Easten	Ky.	Sept., '50	Overland	
N. Vizelich	Austria	Feb., '49	Cape Horn	Architect
John Vanderbilt	N. Y.	Aug. 6, '49		J.M.Ryer-
Peter F. Jahant	France	July, '50	Overland	[son
E. Canavan	Ireland	May, '49	Mexico	
H. T. Compton	Md.	Aug., '50	Cape Horn	State Me.
Charles Grunsky	Germany	Aug., '49	Panama	Pedraza&
Wm. H. Smith	Germany	June 27, '49	Cape Horn	[Callao
J. W. Rover	N. Y.	June 6, '50	Cape Horn	Congress
David H. Minard	Ohio	June 3, '50	Panama	
H. Kraft	Germany	Oct. 12, '49	Cape Horn	Salem
Russell Farnham	N. Y.	Aug. 29, '49	Panama	
Thomas A. Wilson	Ohio	Sept. 4, '48	Overland	
Armand Rolland	Canada	Dec. 12, '49	Cape Horn	T. P. Hart
William Tirney	Ireland	Aug. 23, '49	Cape Horn	
J. B. Mahoney	N. Y.	Aug. 28, '49	Cape Horn	GeoWash-
John Wasley	England	Jan. 21, '50	Panama	[ington
Edward Oullahan	Ireland	May 4, '50	Cape Horn	S. Sands
James Woods	Mass.	Jan. 23, '50	Cape Horn	A.Lawton
W. Graham	Md.	Aug. 24, '50	Overland	
C. W. Bidwell	Ohio	Sept. 7, '49	Overland	
Ben. E. S. Ely	Penn.	Aug., '50	Cape Horn	Sheridan
L. F. Jarvis	Me	Apr. 7, '50	Cape Horn	Glencoe
John H. Tone	N. Y.	Aug., '50	Mexico	
L. L. Huntley	Ill.	Aug. 6, '50	Overland	
Henry Adams	N. H.	Feb. 22, '44	Cape Horn	Vandalia
E H. Wardrobe	Mass.	Apr. 15, '50	Cape Horn	Chester
James S. Davis	Mo.	Sept., '49	Overland	
James A. Jackson	Ga.	Sept., '49		
Wm. Glaskin				
Wm. H. Hall	Md.	May 20, '53	Panama	
Laogier Basilio	Sardinia	Jan. 22, '50	Cape Horn	
W. J. Warder	Ky.	Aug., '50	Overland	
Augustus Goodhart	N. Y.	July 19, '49	Cape Horn	Croton

NAME.	NATIVITY.	ARRIVED.	ROUTE.	VESSEL.
John Grattan	N. Y.	Oct. 16, '49	Cape Horn	Canton
Wm. F. Freeman	Mass.	July 5, '49	Cape Horn	EdEverett
John Henry Fischer	Mass.	Aug., 2), '50	Cape Horn	Magdala
John Gross	Prussia	Aug., 5, '50	Panama	
Wm. Hall	S. C.	Apr., '50		
H. G. Boisselier	Germany	Sept. 12, '49	Cape Horn	Talisman
John Petty	Tenn.	Mch., '50	Panama	
Alonzo Rhodes	N. C.	Sept. 1, '49	Mexico	
B. F. Rogers	Mich.	May, '50	Overland	
Chas. D. Benjamin	N. Y.	Dec. 14, '49	Panama	
Joseph Kile	Ohio	Sept 20, '49	Overland	
H. B. Rhodes	Va.	Sept. 20, '49	Overland	
A. Leitch	N. C.	Sept. 28, '49	Overland	
Harvey Squires	Conn.	Aug., '50	Overland	
C. R. Ralph	Vt.	Dec , '49	Overland	
J. M. Fisher	Tenn.	Sept., 2, '50	Overland	
Edward A. Everett	R. I.	Mch., '50	Cape Horn	
W. A. Ballard	Ohio	July 24, '50	Overland	
Henry Fisk	Germany	June, '50	Cape Horn	
Peter G. Sharp	N. Y.	Sept. 4, '49	Overland	
H. D. C. Barnhart	Penn.	Nov., '59	Overland	
J. H. Fowler	Mass.	June 1, '49	Mexico	
George West	Mass.	May 20, '50	Panama	
R. B. Parker	Mass.	Feb. 22, '50	Cape Horn	
Eli E. Nelson	N. Y.	June 23, '49	Panama	
H. Wiggers	Germany	Sept., '49	Panama	
Louis M. Booth	N. Y.	Aug. 1, '50	Overland	
George Lemon	Ireland	July 27, '50	Overland	
Wm. J. Floyd	Ky.	Sept. 1, '50	Overland	
George W. Smith	Ohio	July 17, '49	Panama	
M. M. Richardson	N. Y.	Sept 7, '50	Overland	
Amos W. Gove	Boston	July 6, '49	Cape Horn	EdEverett
Charles Dallas	Scotland	Dec. 25, '49	Overland	
John Inglis	Scotland	Aug., '49	Cape Horn	
C. R. Montgomery	Maine	June, '50	Panama	
J. L. Mowbray	N. Y.	Sept., '49	Cape Horn	
J. M. Hogan	Ohio	Apr., '49	Mexico	
G. H. Ashley	Mass.	Aug., '48	Cape Horn	
Will Wright	England	Feb., '50	Overland	
W. D. Ashley	Penn.	July 16 '50	Overland	
George M. Kasson	Conn.	Aug. 5, '50	Overland	
Jacob K. Meyer	Switz.	Aug. 25, '49	Overland	
Michel Caricof	Va.	Dec., '49	Mexico	
Wm. B. White	Mass.	Apr., '50	Cape Horn	
H. S. Farrington	Me.	Apr. 5, '50	Panama	
Wm. Robison	Va.	Jan., '46	Cape Horn	
Edward McD.Graham	Cal.			
John W. Farley	N. Y.	Oct., '49	Cape Horn	
John McCloskey	Ireland	Aug. 12, '49	Overland	
R. W. Craig	N. Y.	Aug., '50	Panama	
John Patterson	Penn.	Aug. 8, '50	Overland	
John Lovejoy	Ireland	Mch 11, '50	Cape Horn	
Henry S. Sargent	Me.	May 15, '50	Cape Horn	
S. F. Rodman	Penn.	Aug. 5, '49	Overland	
Josiah Hunter	Ireland	Aug. 9, '49		
Hiram Hamilton	Ohio	July 22, '50	Overland	
J. D. Peters				
John Perrott	England	Sept. 18, '49	Overland	
Charles Sedgwick	N. Y.	Sept. 17, '49	Cape Horn	
Norval Harrison	Va.	Sept. 5, '50	Overland	
Oly C. Kroh	Ill.	Dec. 22, '50	By sea	
F. W. Moss	Ky.	Aug. '50	Mexico	
Thomas S. Wood	Mass.	July, '49	Cape Horn	Capital
N. Milner	Ind.	Sept. 1, '50	Overland	
Daniel L. Learned	Mass.	'50	Arizona	
Henry A. Chaplin	N. Y.			
Wm. L. Overhiser	Penn.	Oct. 12, '49	Cape Horn	
John N. Small	Me.	Nov. '49	Cape Horn	Lamart'n
J. K. Mead	Conn	Aug. 17, '50	Overland	
E. Whipple	N. H.	Sept. 28, '49	Overland	
Elias Hildreth	Me	Sept. 19, '49	Overland	
John N. Mayer	Germany	Nov. 9, '49	Mexico	
John Baldwin	Mo.	May 7, '49	Oregon	
H. L. Farrington	Me.	May 28, '50	Cape Horn	
William H. Post	N. Y.	Feb. 7, '49	Cape Horn	Sabinia
Shubal Dunham	Mass.	Sept., '49	Overland	
Henry E. Adams	Cal			
Philip Fitzgerald	N. J.	Sept. 1, '50	Overland	
George Gray	Me	April 5, '50	CapeHorn	B'm'gham
M S. Thresher	N. Y City	Aug. 6, '49	CapeHorn	J G Coster
Charles C. Cushman	Mass.	Aug. 2, '49	CapeHorn	Russell
George W. Hurey	Penn.	July, '49	Overland	
Lafayette Sellman	N. Y.	Sept. 7, '50	Panama	
Charles W. Brunton	Ind		Panama	
A. C. Blossom	N. Y.	Sept. 8, '49	Cape Horn	Samoset
Joseph J. Simmons	Ga.	Nov., '49	Arizona	
Henry Hall	Texas	Dec., '49	Arizona	
Peter Clapp	Mass.	Apr. 6, '50	CapeHorn	Lamartine
Enoch Peyton	Va.	Aug. 23, '50	Panama	
A. W. Harrold	Cal.			
J. W. Hammond	Mass	Oct. 2, '49	CapeHorn	Mt.Vernon
Wm. M. Baggs	Md.	July 28, '50	CapeHorn	Republic
Michael H. Myers	Penn.	July 29, '50	Panama	
Thomas B. Taylor	Penn.	Aug. 30, '49	Mexico	
J. R. McDonald	Scotland	Aug. 22, '50	Overland	
H. B. Bishop	N. Y.	Aug. 8, '49	Panama	
Andrew Girard	Va.	Sept., '49	Overland	

NAME.	NATIVITY.	ARRIVED.	ROUTE.	VESSEL.
R. L Patton	Ky.	Oct., '49	Overland	
James M. Garnett	Va.	Sept. 26, '49	CapeHorn	MaryAnna
Frederick Wright	Stockton			
C. H. Dial	Tenn	March 5, '50	Panama	
Fred P. Clark	Cal.			
Ernest Wagner	Germany	July 22, '50	Overland	
C. F. Ziegenfelder	Germany	Aug. '49	Overland	
John Nagel	Germany	Aug. 8, '49	Cape Horn	Sophie
Henry Hodgkins	England	July 2, '50	Cape Horn	
John Behaps	Austria	Sept., '50	Overland	
John Ginn	Mo.			
Thomas E. Tynan	N. Y. City	May 2, '50	Panama	Indiana
Allen M. Harris	N. Y.	July 15, '50	Panama	
Peter Esau	Prussia	March, '50	Cape Horn	Sarah
Frank P. Adams	Stockton			
Benj. Watrous	Mass.	Aug. 5, '50	Panama	Ocean
Mrs. M. E. Pache		Nov., '49	Overland	
John N. Woods	Ind.	Dec. 1, '57	Panama	
James A. Louttit	La		Panama	
Joseph Pratt	Me	July 6, '49	Cape Horn	E. Everett
George F. Pache	Cal.			
E. B. Pache	Cal.			
Philip F. Pache	Cal.			
Wm. H. Robinson	England	July 10, '50	Overland	
David P. McNeill	Va.	Dec., '49	Overland	
Henry C. Gillingham	Penn.	April 6, '50	Panama	
Zoth Keeno	Conn.	Feb. 22, '44	Cape Horn	Moscow
T. J. Chaloner	Me	Sept., '49	Cape Horn	Sac'm'nto
George L. Wolf	Cal.			
Joseph H. Tam	Cal.			
F. C. Condell	England	March 24, '49		Lembeacel
Henry Stading	Germany	April 15, '49	Pacific	Helena
I. D. Hamilton	Ohio	Aug. 15, '49	Overland	
Asa Clark	N. Y.	July 25, '49	Overland	
W. E. Saunders	Mass.			
George S. Ladd	Vt.	May 5, '50	Cape Horn	Herculean
John Greer	Va	Feb. 22, '49	Mexico	
Otis Perrin	Mass.	Sept. 15, '49	Cape Horn	Floyd
James A. Shepherd	Ky.	Oct. 5, '49	Overland	
S. V. Tredway	Penn.	Dec. 10, '49	Overland	
John D. Winter	Mass.	Dec. 3, '43	Mexico	
Levi Langdon	Conn.	Jan. 1, '50	CapeHorn	J.Walls Jr
Roley E. Wilhoit	Ky.	Aug. 8, '50	Overland	
Albert J. Woods	Mo.			
E W. S. Woods	Mo		Panama	
A. B. Bennett	N. Y.	July, '49	Cape Horn	
T. D. Heiskell	Va	Oct. 16, '49	Overland	
C. H. Lindley	Cal			
William Ennis	N. J.	July 8, '50	Overland	
James Turner	Ohio	July, '49	Overland	
Joseph Putnam	Vt.	July, '49	Cape Horn	Pharsalia
Joseph H. Cole	N. Y.	April 25, '50	Panama	
Rufus B. Lane	Me.	May 14, '50	Cape Horn	
J. G. Swinnerton	Wis.		Overland	
C. M. Weber	Cal.			
M. M. Brierly	Iowa	Aug., '52	Overland	
H. K. Clifford	Me.	Aug., '50	Cape Horn	
C. D. Reynolds	Va	Sept. 20, '49	Overland	
Charles I. Hamilton	Ind.	Sept. 18, '50	Overland	
T. W. Gilbert	Me	Aug., '49	Cape Horn	Oxford
J. B Harelson	Ky.	Aug., '50	Overland	
S. L. Magee	Me	May 7, '50	Cape Horn	Belgrade
George A. Jahant	Cal.			
F. J. Post	Cal.			
John H. Field	Nova Sco	July 4, '48	Mexico	
John P. McClenahan	Mo	April 27, '50	Panama	
F. M. Ferguson	Ill.		Cape Horn	
James R. Henry	Tenn.	May 1, '50	Panama	
T. Lucas	Germany	Jan. 1, '49	Mexico	
Arthur Wilhoit	Stockton			
William R. Barnes	W. Indies	July, '49	Panama	Callao
A. C. Meeker	N. Y.	Feb. 22, '50	Panama	Charlest'wn
B. F. Langford	Tenn.	Jan., '50	Panama	Columbus
Benj. F. Thompson	Va.	July 31, '49	Panama	Humboldt
D. M. Pool	Ala.	Oct., '49	Overland	
W. L. Howell	Penn	July 17, '50	Overland	
Clark Ralston	Penn	July 31, '50	Overland	
F. M. Kennedy	Ind.	Sept. 26, '49	Overland	
James Harter	N. Y.	Aug 23, '50	Panama	Philadel.
Charles A. Robinson	Cal.			
Wm. F Piper	Prussia	Aug., '50	Overland	
Hiram M. Jones	N. Y.	Aug. 5, '50	Overland	
Walter W. Vaughan	Ohio	Aug. 27, '50	Overland	
B. F. Reynolds	Va.	May 3, '49	Cape Horn	
Sebra Briggs	Me.	Sept. 9, '49	Cape Horn	
B. C. Harris	Va.	Aug. 1, '49	Overland	
A. J. Tibbetts	N. H.	Aug., '49	Cape Horn	
Charles E Murray	Scotland	June, '49	Cape Horn	
Louis Rieffel	Alsace	Aug. 18, '49	Cape Horn	
John M. Sullivan	N. Y. City	March, '47	Cape Horn	Stev.Regt
Sanborn Blaisdell	Me.	Sept. 1, '49	Panama	
G. W. King	Me.	Oct., '49	Panama	
Fred Yost	Penn.	April 20, '49	Pacific	
J. H. Ziegenfelder	Md.			
J. D. McClenahan	Cal.			
George R. Wells	N. Y.	June 27, '50	Panama	
W. H Smucker	Ky.	Aug. 15, '50	Overland	

NAME.	NATIVITY.	ARRIVED.	ROUTE.	VESSEL.
C. S. Stephens	Ky.	March, '47	New Mexico	
J. P. McClenahan, Jr.	Cal.			
John Kaller				
Augustus Hanson	Sweden	April 7, '50	Cape Horn	
Charles E. Benjamin	Cal.			
A. T. Gear	Penn.	Oct., '49	Overland	via Oregon
William Jones				
Samuel M. McLean	Va.	May 14, '50	CapeHorn	M.Wat'mn
Charles Poppe	N. Y. City	Aug., '50	Overland	
Albert M. Henry	Cal.			
Wm. L. Robinson	Stockton			
Charles H. Hatton		July 28, '50	Overland	
M. D. Plummer	Me.	Aug. 16, '49	Cape Horn	Rodolph
S. Reid	N. Y.	Nov, '74		
J. L. Gilman	Me	April 15, '50	Cape Horn	Agate
T. J. Keys	Ohio	Sept., '50	Overland	
T. A. Caldwell	Tenn.	Oct. 5, '49	Overland	
S. D. Woods	Tenn.	April, '50	By sea	
I. H. Knowles	R. I.	Aug 16, '49	Cape Horn	
W. H. Lawrence	Cal.			
Frank E. Lane	Cal.			
Ralph P. Lane	Cal.			
James Manning	N. J.	April, '50	Mexico	
William Dallas	Iowa	Dec., '49	Overland	
John Parnell	England	Aug. 6, '50	Overland	
E. Lawrence	Canada	July 31, '50	Overland	
W. M. Czartoryski	Galacia	Nov. 14, '49	Cape Horn	
N. S. Rogers	N. Y.	Nov. 17, '49	Cape Horn	Clyde
H. E. Perley	Canada	Aug. 24, '50	Cape Horn	
W. O. Lewis	Ky.	1846	Mexico	
A. D. Harrison	Cal.			
G. E. Harrison	Cal.			
A. C. White	Cal.			
James Swinerton	Ohio	Aug., '49	Overland	
H. M. Fanning	N. Y.	Sept., '49	Cape Horn	
Helen Blaisdell				
H. M. Peck	Ill.	Oct. 15, '49	Overland	
C. Ralston	Ohio	July 31, '50	Overland	
L. M. Plummer				
Ira W. Ladd	Vt.	Dec. 6, '52	Panama	
James Swinnerton, Jr.				
Edwin R. Hedges	N. J.	Aug. 29, '50	Overland	
Franklin Wolf	Cal.			

Dr. Caspar W. Norcom, a native of North Carolina, came by way of Cape Horn to this State, arriving in August, 1849, and shortly afterward locating in Stockton for the practice of his profession. Here he enjoyed a fine patronage. From the close of 1859 to the spring of 1872 he was pursuing advanced studies connected with his chosen profession in the great schools of Europe. He died in Stockton, in August, 1872.

John Henry Fischer was born September 24, 1820, in Saxe-Coburg, Germany, and emigrated early in life from his native country to America. During the gold excitement of 1849, he left New Orleans for the new El Dorado, arriving here in August. From 1851 onward he was a resident of San Joaquin County. He was a Past Arch of the order of Druids of Stockton, and at the time of his death was District Deputy Grand Arch of District No. 6. His death occurred October 9, 1873.

Edwin W. Colt, the first permanent secretary of the San Joaquin Pioneer Society, died June 18, 1869. He was a useful member of the community.

Charles S. Stevens died October 20, 1869.

Theodore von Grunigen died November 13, 1869.

William Glaskin died in Stockton, January 27, 1870.

Edward M. Howison died February 15, 1870, while in office at Sacramento. Here in Stockton he was secretary for C. M. Weber and R. P. Hammond for a long period.

Captain John Schraick died December 6, 1870, in San Francisco, and was buried in this county at his own request, by the Masonic fraternity, assisted by the Pioneer Society, the Druids and the Fire Department. He was born in Wurtemburg, Germany, and when quite young emigrated to the city of New Orleans, where he learned the trade of blacksmith and resided until the Mexican war. He then followed this trade and wagon-making at Brownsville, Texas, until in 1847, when he sold out and became an assistant engineer on a United States Government transport steamer, continuing until the close of the war. During 1849 he came to California through Mexico. Here he was miner, teamster, forwarding and commission merchant, saloon-keeper and employé on steamboats. He was rich in this world's goods more than once, and as often poor.

James Alanson Jackson emigrated in 1849 from Georgia, his native State, to California, arriving in July. For a number of years he was a resident of Tuolumne County, as merchant, miner or trader, as opportunity afforded. Removing with his family to Stockton, he engaged here as a commission merchant in company with J. D. Peters, and afterward with William Glaskin. His business character was unsullied. He died the last week in January, 1871.

Isaac Murray was born on the Island of Alderney, of Irish parentage, September 19, 1796; he settled at an early age in Stockport, England; and removed to Carrick-on-Suir in Ireland in 1827, where he was mostly engaged as a dry-goods merchant till 1835. Then he emigrated to Mexico and established himself there and successfully operated an extensive manufactory of cotton goods until the close of the Mexican war. In September, 1849, he arrived in California. He was an eminent advocate of the principles of freedom, even to the extent of loss of business to himself. He died August 18, 1871.

G. D. Dickinson, an old pioneer, was born in Virginia in 1806, was left an orphan at an early age and tutored by an uncle. He emigrated to Rutherford County, Tennessee, in 1822, where he married Isabella McCreary in 1828. In 1832 he removed to Jackson County, Missouri, and lived there fourteen years, being one of the earliest pioneers. In May, 1846, with wife and six children, he left for the then almost unknown California, and arrived at Sutter's Fort in November. He had a perilous journey. He successfully pushed through the very storm that caught the noted Reed and Donner party. The first winter in this State he passed at Santa Clara, three miles from San Jose. While there he and his two sons were forced to take part in the war until the treaty with Mexico was concluded in 1846. In June, 1847, he arrived in Monterey, and resided there eighteen months, burnt the first brick kiln, and built the first brick house ever erected in the State of California. In June, 1848, he went to Hangtown and other mining points; wintered at Mokelumne Hill, and was the discoverer of the noted gulch that bears his name. In April, 1849, he located in Stockton, when there was neither a wooden nor a brick building in the place. During the ensuing autumn he was chosen a delegate to the State constitutional convention, and soon after the adjournment of that body he was elected prefect and served as such until California was made a State. His daughter, Margaret E., was the first American lady wedded in Stockton; she married A. G. Lowry, October 29, 1849. In the spring of 1851 he moved to Dickinson's Ferry, in Tuolumne County, and lived there until within a short time before his death, which occurred October 25, 1870.

J. B. L. Cooper, who died in April, 1872, a

worthy member of the Pioneer Society and of the community generally, left his native State, New York, in March, 1849, and came to California by way of Cape Horn, arriving in October following. During his career in this county he was a farmer.

General David F. Douglass, who died June 16, 1872, a member of the board of directors of the Pioneer Society, was born in Sumner County, Tennessee, January 8, 1821. He was an efficient volunteer soldier in the Mexican war. Arriving in California in 1848, he took a special interest in the progress of his adopted State. He was one of the first State Senators from this district, the first United States Marshal of California, Secretary of State 1855–'57, and member of the Assembly for several sessions. In all these relations he served the people faithfully. For the last sixteen years of his life he was engaged in agriculture.

Cornelius Chaplin died February 21, 1874, in the prime of his life.

Stephen Starbuck was born in 1828, in Peru, of American parents, came to California in 1849 and engaged in business in Stockton, and died here in June, 1875.

H. T. Fanning was born in Hudson, New York, November 29, 1819, and in April, 1844, came to California in the United States ship Portsmouth. He was a very generous man. His death took place May 30, 1875.

C. L. Robinson, who died August 26, 1875, was born in Lexington, Missouri, in 1829. In 1849 he left home and crossed the plains to this country, and here for the first two or three years he was employed in teaming to the mountains, after which he settled in the southern part of San Joaquin County and successfully engaged in farming and stock-raising. He died in Stockton, after a very short illness.

Russell B. Smith, a native of Vermont, emigrated to California in 1849, by the overland route, and for some time engaged in various pursuits incident to pioneer life, and at length settled down in stock-raising, in which business he continued until his death, which occurred December 22, 1875. He was always known as an upright citizen.

Frank Rock, a native of Ohio, emigrated first to Arkansas, and subsequently to California in 1849, by the overland route, while still a young man. Engaging at once in farming and stock-raising, he pursued these vocations with signal success until his death, January 3, 1876. He left a young and devoted wife to mourn his loss.

George J. Daubney, a native of England, was brought by his parents when a child to the United States; was educated and learned the trade of printer in Indiana, and in 1849 came to the Golden State. After following his trade for a period at Stockton he became chief clerk and book-keeper for J. D. Peters, and afterward for the firm of Peters & Stewart, extensive grain-dealers in Stockton, in which capacity he did satisfactory work. After a protracted illness he died at the Morton House, in San Francisco, December 28, 1875, and was buried at Stockton.

Mrs. Marie Chicard was born in 1807, in France, and in 1849, with her husband and children, emigrated directly to California and settled in Stockton. Her husband, Jean George Chicard, died in 1860, leaving one son and three daughters. She died May 8, 1876, at the residence of her daughter, Mrs. Julius Pache, in Stockton.

Julius Steiny, born in St. Petersburg, Russia, in 1815, came in the Mandarin around Cape Horn to this State, arriving December 25, 1849. For a time he served as secretary of the Pioneer Society here, in which capacity he exhibited great care, was a fine penman, and finally died May 24, 1878.

E. H. Allen died June 18, 1880.

Henry B. Rhodes was born in Rockingham County, Virginia, February 8, 1812; was married June 12, 1837, and moved to Saline County, Missouri. In May, 1849, he started across the plains to this State. In October, 1853, he settled in Stanislaus County, near Milton, where he resided until his death, August 23, 1880.

George Lemon, born in the town of Bally-

ronan, County Derry, Ireland, in 1819, came to Oregon and thence to this State, settling in San Joaquin County about 1865. He died October 15, 1880.

John Inglis, a native of Scotland, arrived in August, 1849, and died November 20, 1880.

Stephen Burgun, a charter member of the Pioneer Association, was born in the district of Lorraine, France, in 1816, and in 1827 the family emigrated to New York., where Stephen was employed in a large importing house, and was advanced yearly to important responsible positions. In 1837 he went to New Orleans and conducted the same line of business until December, 1848, when he left for California by way of Texas and Mexico, and arrived here June 1, 1849. In 1851 he conducted business in San Francisco., and subsequently worked in the mines. In 1852 he came to Stockton, and, with Captain Jordan, carried on an extensive business in lumber, and continued his residence here the remainder of his life. He was a generous-hearted, sincere Christian. His death took place February 5, 1881.

Captain Charles M. Weber died May 4, 1881. See full biography, which find by the index.

Austin Sperry died at Oakland July 22, 1881.

William Gelabert died February 2, 1882. He was born at Port Mahon, on the Spanish island of Majorca, in the Mediterranean Sea, in 1822. At the age of twelve years he joined the United States navy and continued in that service, with some slight interruptions, for eighteen years. He came to this coast on the United States ship Erie. In 1846 he belonged to the Savanna frigate under Commodore Sloat, and July 7, that year, he was at the raising of the American flag at Monterey. After the conquest of California he went back to his former home, but returned in December, 1848, and took an active part in the stirring scenes of early settlement and the crystallization of society, and of the State. In 1868 he joined the Baptist Church, and remained a consistent and active member for the remainder of his life.

Joseph John Simmonds died May 19, 1882. In 1841 he was a justice of the peace and a class-leader in the Methodist Episcopal Church at Lewisburg, Conway County, Arkansas. In 1849, via Fort Smith, in that State, he came across the plains to California, arriving in September at the mines of Mariposa. After taking out about $2,000 there he came to Stockton early in 1850, and entered into mercantile business with B. W. Owens and two men named Brown. Shortly afterward he sold out, and, in company with his son-in-law, McJones, started a store in Sonora, Tuolumne County, and continued there in prosperity up to the big fire of 1852, when his losses were heavy. After conducting a grocery for a time in Stockton, with loss, he retired to ranching at South French Camp. McJones died, and after that event his principal business was bee culture, on the San Joaquin river. Some years before his death, while traveling in the Coast Range, his team ran away with him and injured him so severely that he never recovered. In 1851 he sent his son-in-law back to Arkansas to bring out his family, but his wife died on the way. Amid all his sad misfortunes he was ever true to his religion.

William Wright, a native of England, died June 30, 1882.

C. R. Ralph died September 17, 1882. He was born and reared at Woodstock, Vermont. At the age of sixteen or seventeen years he went to Michigan and lived there until he was of age, in the meantime becoming married. In 1849, after a tedious journey, he arrived in this State, in December, with his family. Here he engaged in farming, stock-raising and trading until 1856, with financial success. Then, with his family, he returned East, by way of Panama, where, during the riots, they barely escaped with their lives, but losing nearly all his wealth. The riot was between the natives and California passengers. After spending a short time in Michigan he came again to the land of "golden" opportunity, with his family, by the overland route. Settling in this county he engaged in farming, which he followed until

he was county assessor. This office he filled for two terms with satisfaction to the public.

John S. Haines was born in Rising Sun, Indiana, October 20, 1826, and died in Stockton, March 12, 1883.

David Parks McNeil was born December 9, 1809, in West Virginia, and died February 14, 1883. During the earlier years of his manhood he was a carpenter. In 1849 he came overland to California, arriving at Placerville in the fall. There he followed mining until 1854, and then moved to the vicinity of Woodbridge, this county, where he was engaged in the agricultural pursuits until his death. He was one of the oldest Freemasons in the valley.

Charles Dallas died suddenly at his ranch in Stanislaus County, near Turloch, on Monday morning, August 13, 1883, aged sixty-eight years. His residence being in Stockton, his remains were buried here, in the Rural Cemetery.

Daniel Adee died August 15, 1883, at the age of seventy-seven years and ten months.

Joseph Kile was born August 23, 1812; went to Missouri in 1830; served in Doniphan's regiment through the Mexican war; arrived in California September 20, 1849; engaged a short time in mining, and then devoted his time and talents to farming and stock-raising, in which pursuits he accumulated a great amount of property. He was twice married. His death took place May 23, 1884.

William Saunders also died May 30, 1884.

Albert Gallatin Brown: find sketch by index.

John M. Blankenship, near French Camp, was born in Mercer County, West Virginia, July 28, 1828; five years afterward his parents moved with him to Iowa; and in October, 1850, he arrived in Stockton. For a year and a half he mined and freighted at Mokelumne Hill. February 1, 1852, he went from San Francisco to Iowa, by way of the isthmus; was married in Iowa, May 20, 1852, to Miss Mary Ann McGee, of Marion County. April 1, 1853, he left that State again for California, with his wife, and settled near French Camp, on a tract of 700 acres of land which he purchased from Mr. Weber. The situation is a beautiful one, and on fine land, a part of which is covered by a fine growth of white-oak trees.

Edwin Whipple arrived in California September 20, 1849. In 1851, in company with Messrs. Putnam and Howard, he began improving a tract of land on the Mokelumne river, in San Joaquin County, which relation was continued for ten years. In 1861 an amicable division was made, and Mr. Whipple continued to reside upon his portion of the property until his death in November, 1884. His wife had died in Boston, Massachusetts, before he came West, and he never again married, the great object of his life seeming to be to provide for his only son William. In the East he had been an Odd Fellow.

Morris Hartwell Bond died February 11, 1885.

James M. Garnett died March 10, 1885. A native of Virginia, he arrived in California September 26, 1849, and resided thenceforward in San Joaquin County, engaged as a farmer, and at the time of his death was county assessor.

James H. Smyth died April 19, 1885. He was born February 9, 1822, near Belfast, Ireland, of Scotch and English ancestry. When yet a boy he left home for the United States, and lived two years near New Brunswick, New Jersey, where he joined the Presbyterian church. He resided in Galveston, Texas, five years, during which time he was a six-months volunteer in the Mexican war under General Houston. Joining a party of surveyors, he traveled over the greater portion of Texas and bought considerable land. In August and September, 1849, he came via New Orleans and the Isthmus to California. After mining a year or two he returned to Texas and purchased still more land. In 1852 he came again to California and bought and settled upon his home ranch eight miles east of Stockton, on the Copperopolis road. At

first his product was principally barley, which was hauled by his own team to Knight's Ferry, Sonora and other mining towns. In the autumn of 1859 he returned to Ireland, on a visit to his brother, Rev. Samuel Smyth, and while there married an old acquaintance, Miss Caroline Smyth, January 3, 1860. In 1874 he suffered the fracture of a knee, which rendered him permanently lame, and during the last five years of his life he suffered greatly as an invalid.

William H. Smucker was born in Kentucky in 1817. After serving in the Mexican war he visited Durango and Santa Fé, and in 1850 he came from Fort Leavenworth overland to California. In 1856 he was secretary to W. P. Coleman, president of the San Francisco Vigilance Committee. He died July 16, 1885.

J. M. Sullivan was an infant when in 1847 he was brought to this State by his father, a soldier in the famous Stevenson's regiment. He passed his early life in the counties of Calaveras and Santa Clara, and resided in Stockton only during the last few years of his life. He died in San Francisco, August 27, 1885, but little over forty years of age.

George W. Hurey was born in Somerset County, Pennsylvania, in 1822, and died September 2, 1885, leaving a wife, one daughter and three sons, all of whom are members of the Pioneer Society. Mr. Hurey, being an early settler on Roberts Island, demonstrated the feasibility of the successful cultivation of those apparently worthless tule lands. He was also one of the earliest contributors to the State and district fairs, winning the first prizes for fine fruits and vegetables, and greatly stimulating the future reclamation of the most valuable lands of this county. He left a comfortable home for his family.

John Kaller, an old pioneer farmer, was a native of Baden-Baden, Germany, and was killed by a runaway team in October, 1885.

J. W. Van Benschoten died January 12, 1886.

Joseph F. Harrison was born April 11, 1822, in Monongalia County, Virginia; 1848–'50 he spent in Lee County, Iowa, and arrived in California a few days before it was admitted as a State into the Union. Until September, 1857, he conducted a saddle and harness shop in Stockton. He then spent one year visiting his old home in Virginia, and returning to California he commenced farm life on the Calaveras river, and continued as a resident of this county the remainder of his life. In 1880 he suffered a stroke of paralysis, which disabled him from work as long as he lived. He died March 1, 1886.

John L. Crittenden died May 16, 1886, at Merced, California. He was born in Massachusetts in 1832. Arriving in California July 11, 1850, he engaged in mining, was afterward a farmer in Contra Costa County some time, and finally became a resident of Cottonwood, Merced County, in 1872. He was elected supervisor of that county in 1882, and sheriff in 1884.

Stephen H. Davis, born in 1829, in Providence, Rhode Island, died in Stockton, August 19, 1886. He was an eminent builder of steamboats, some of which are running on California rivers and some even on those of Eastern Asia. He was an industrious, honest man, having the welfare of the community at heart.

Zoth Keeno, born at Stonington, Connecticut, in 1810, died at Stockton September 8, 1886. He arrived at Monterey February 22, 1844, on the bark Moscow, from Boston. He served five years in the American navy on board the frigates Macedonia and Columbia. He was quiet and unobtrusive in manner, and childlike in disposition.

Thomas Sedgwick, a native of England, emigrated to the United States when a young man, and resided in Columbia County, New York, until he came to California. While there he was wounded in the head by a shot during the "Barn-burner" riots, while in the discharge of his duty as deputy sheriff. He arrived on the coast in August, 1849, on the bark Robert Bond, and was engaged for the remainder of his life mostly in farming and stock-raising, five miles from Stockton, on the Linden road. He

died September 3, 1886, at the advanced age of ninety-two years. He was killed by a locomotive.

Daniel Severy, a native of Maine, arrived in California in September, 1849, by way of Cape Horn; was engaged in the mines, visited various parts of the State, and finally, about 1866, settled in Stockton, where he followed carpentry and the raising of shade and ornamental trees. He was a charter member of the Pioneer Association, and a faithful attendant of their meetings and reunions. His death occurred in November, 1886, when he was sixty-eight years of age.

Rev. James Woods was born in New Braintree, Massachusetts, April 22, 1815. His literary education he received in Wilbraham and Amherst academies in Massachusetts, and at the Wesleyan University in Connecticut. In 1836, on account of impaired health, he went to Georgia and was engaged in teaching there. His theological training he received in the seminary of Columbia, South Carolina; was licensed to preach in 1840, and the next year ordained by the Transylvania Presbytery. His first charge was at Painted Lick, Kentucky. In 1840, in York District, South Carolina, he married Eliza A., daughter of Rev. Aaron Williams; she was a lady of remarkable personal attractions. From Kentucky Mr. Woods removed to Tennessee, Florida and Alabama, having congregations in all these States. At Jackson, Alabama, in November, 1848, he was commissioned a missionary to California. After visiting various points in the Gulf States in the interest of missions, he set sail, May 17, 1849, with wife and two children, from New York, in the bark Alice Tarlton, around Cape Horn, and arrived in San Francisco January 12, 1850. An opening in Stockton, made by Captain Weber, the proprietor of the site,—who was patiently awaiting his arrival,—was promptly occupied by Rev. Mr. Woods. Soon he had a house of worship built and organized a church, and a successful pastorate of four years was full proof of his zeal and efficiency. (See churches of Stockton.) On account of his health he went to San Francisco and to Los Angeles, and he laid the foundation of the Presbyterian Church at the latter place. In 1857 he was in Suisun, and then successively in Santa Rosa, Healdsburg, Smartsville, Virginia City, Carson, San Diego, Tombstone, etc., and finally Winters, Yolo County, his last organization and field of labor, from which he retired in 1883, utterly broken in health. Thence onward he quietly resided at his pleasant home in Winters. His death took place October 10, 1886.

George W. King, a native of Maine, left New Orleans for California November, 1848, by way of Panama, where he was detained a long time by fever, captains of vessels refusing him passage because of it. Finally he was rescued by a circus woman, who smuggled him aboard a vessel and cared for him until he was restored to health. He arrived in San Francisco in October, 1849, and for twenty years was a wood dealer on the San Joaquin river. He died November 22, 1887, about fifty-eight years of age.

Henry Stading was born in Hamburg, Germany, in 1830, and died in Stockton November 21, 1886. He early commenced a seafaring life, and was in Australia when the news of the California gold discovery reached him. Arriving here, he at once formed a partnership with J. Carsten Grupe, and followed gold-mining at Mokelumne Hill. In 1851 he began conducting the Golden Lion Hotel, in company with Charles Meyers. In 1853 he removed to Campo Seco and lived there until 1864, when he returned to Stockton; and here with the exception of visiting his native land for one year he passed the remainder of his days.

Aaron Clark Meeker was born in Middleburg, Schoharie County, New York, in 1816, and died in Lodi, this county, February 26, 1887. Crossing the Isthmus in 1849, he worked at mining on the American and Feather rivers and in other districts. Returning East in 1850, he brought his family across the plains to this State the same year, settling in Woodbridge, this county; in 1859 he removed to Lodi. Early in February,

1887, he celebrated the fifty-first anniversary of his wedding. He was twelve years justice of the peace, seven years notary public, and in other positions of trust; but he led a quiet life.

A. T. Gear was born in Pennsylvania in 1820. In December, 1848, he arrived in Oregon from Indiana, and came on the bark Ocean Bird to San Francisco in 1849. The eloquent language of the obituary committee of the Pioneer Society—George S. Ladd and Enoch Peyton—concerning his life and character, we venture to quote: "We have traced him through several stages of early life, and on his arrival in California we find him in possession of a native vigor and energy which neither the disadvantages of an unpropitious culture could retard nor the blasts of adverse fortune depress. Undaunted by difficulties, we observe him in the progress of life stemming the current of adversity and braving the dangers and hardships which he too frequently had to encounter. In manners he was an accomplished gentleman. His love for mankind flowed in the purest current. Scrupulous to himself, he was charitable and indulgent to others. The storms of life had broken the heart of the man, but out of its wounds gushed the tide of sympathy and charity. His grave is not among strangers, for it is watered by the tears of an affectionate family. He is at rest, and life's mission fulfilled."

John N. Mayer died December, 1887.

Harvey Loomis Farrington was born at Brewer, Maine, May 20, 1825. In 1849 he came on the bark Belgrade to San Francisco, arriving in May, 1850. Placing the machinery in the steamer Fashion he was employed as engineer on that steamer, on the San Joaquin and Sacramento rivers. Next he was machinist in the Sutter Iron Works at San Francisco; then, settling in Tuolumne County, he and his brother built a saw-mill above Sonora, and engaged in the lumber business. Later he engaged in cattle-raising on the Tuolumne river. Selling out he moved to Stockton, where he was employed as machinist in the Globe Foundry of Keep & Briggs. At length he formed a partnership with his brother, Herman S. Farrington, and G. C. Hyatt, under the style of Farrington, Hyatt & Farrington, and conducted the Stockton Iron Works, and was a member of the firm at the time of his death, December 23, 1887.

John L. Gilman was born in Meddybemps, Washington County, Maine, April 2, 1830. He left Machias, that State, November 6, 1849, and reached San Francisco April 15, 1850, in the brig Agate. Engaged in mining until 1861, mostly in Tuolumne County, then in stock-raising until 1871, when he started a saloon in Stanislaus County, which he soon abandoned on account of his health. He finally settled at Acampo, where he remained in business until his death at San Francisco, December 3, 1887.

Thomas Kent Hook, president of the San Joaquin Society of California Pioneers for a time, was born in Greene County, Pennsylvania, November, 1816. At the age of two years he lost his father, and was cared for by his grandfather until he was fifteen years old, when his grandfather also died. He then apprenticed himself to the cabinet-maker's trade. He served his time faithfully and mastered his art, but his ambition and energy were not to be thus circumscribed. In 1849, although in feeble health and with but little money, he started for California, with a companion, a wagon and four mules, from Terre Haute, Indiana, March 4. At St. Joseph he abandoned the wagon and proceeded with packed mules. During the next hundred miles he was attacked by cholera, deserted and left to die by his sworn companion, but was rescued and nursed back to health by three brother Odd Fellows who chanced that way. At length he reached California penniless but with health, strength and ambition. He engaged at mining at Winters' Bar, on the Mokelumne river, with indifferent success, and in December, 1849, he came to Stockton. Here he again became very sick. On recovery he joined a party of twenty-seven to explore Death valley in search of a mythical silver mine, and on this journey his sufferings were indescribable. During the ensuing eight

years he, like many others, found more gold in agricultural than in mineral land. His ranch was near Stockton. At the end of these eight yearshe was elected sheriff, and at the conclusion of his term in this office he was elected mayor of the city of Stockton. He was a gentleman of shrewd judgment, quaint humor and firm integrity. His death occurred October 11, 1888.

W. O. Tripp, one of the oldest members of the San Joaquin Pioneer Society, died December 10, 1888, in Oakland, this State. He was born in 1807, at Albany, New York, moved south in his early 'teens, and in 1828 married, in Baltimore. Spent many years of active business life in Richmond, Virginia, from which city, attracted by the boom of the period, he in 1849 started for California. Coming by sail around Cape Horn he landed at San Francisco early in 1850. He located first at Sonora, this State, where he was engaged in business for twelve years, enjoying a high degree of respect. His family joined him soon after his location there. He resided in Stockton during the last several years of his life. The last three years he was too great an invalid to engage in a laborious occupation. Sickness reduced his little fortune seriously, but never affected his patient disposition.

Jacob K. Meyer, a native of Switzerland, settled about 1830 in Ohio. March 1, 1849, he left Republic, that State, with a team for Independence, Missouri; thence, on the 8th of May, he set forth for the distant west, and reached Stockton in October. First he followed mining at Curtis's and Sullivan's creek, Tuolumne County, for about six months. From April, 1850, to December, 1851, he followed teaming, and then returned to Ohio by sea. He crossed the plains again to California, arriving at Stockton in October, 1852. Shortly afterward he settled on a farm near French Camp, where he remained until 1884, when he moved to Santa Cruz County, near Watsonville, where he died, January 3, 1889. He had been twice married, his second wife surviving him; but he never had any children.

Lafayette Sellman died March 25, 1889.

H. G. Boisselier, an active member of the Pioneer Society, was accidentally drowned April 13, 1889, in his fifty-eighth year, while on a steamer bound for San Francisco. He was buried in the Rural Cemetry, under the honors of several societies.

J. Carsten Grupe came from New York in a schooner around Cape Horn to California, landing at San Francisco July 17, 1849, after a voyage of six and a half months. He came on to Stockton by schooner and proceeded directly to the Southern mines at Mokelumne Hill, in Calaveras County. After a brief trial of gold-mining he returned to Stockton and began teaming for Henry Meyers. Soon he became joint owner, though he left the business in charge of Meyers while he went back to Mokelumne Hill, where he found a companion—Henry Kolmoos—engaged in whipsawing lumber, which then brought $1 a foot. Later he went to Middle Bar, bought an interest in a store, and also commenced damming the Mokelumne river preparatory to gold-mining. In 1852 he visited his native Germany, returning to Stockton the fall of the same year. December 1, that autumn, he married and settled where the family homestead now is. By his death he left a wife and eight children, four sons and four daughters, he himself being the first called by death, July 7, 1889, to break the family circle.

Washington Osceola Lewis came to California as early as 1846, by way of Mexico, from Missouri, and then took part as a soldier in wresting this country from Mexico. He was a Corporal in Company G, Missouri Mounted Volunteers, Captain Anson Smith, in the regiment commanded by Colonel Sterling Price. He was a man of courage and fond of the frontier. He was a native of Kentucky, and at the time of his death in August, 1889, was seventy-four years of age.

William M. Baggs died October 17, 1889.

Robert W. Craig was born May 27, 1821, in the State of New York, and came to this State

in 1850 by way of the Isthmus of Panama. In 1856 he purchased his farm in O'Neil Township, where he resided until his death, some years since. He married Miss Mary S. Blair, of Stockton, in 1855, and brought up a family of children.

Moses Hammond was born at Dighton, Massachusetts, April 3, 1800, and when two years of age his parents moved to Newport, Rhode Island, where he lived until 1849; then in company with his brother, Captain John Hammond, he came to California by the Panama route. They had fitted out a schooner at Newport and sent it around Cape Horn. At Panama they were taken sick with the yellow fever, and as Mr. Hammond was fortunate in curing all the cases he received the title of "Doctor," and although he has never practiced medicine that appellation has ever since clung to him. The vessels which were loaded at Newport were the schooner Alexander and the brig General Cobb. Their cargoes consisted of the frames of two scows, one house, carts, shovels, rockers, groceries, provisions, hardware of all kinds, etc. He was in business in San Joaquin City about a year. After the fire, in 1851, he sold his goods in Stockton at a great profit, his sales amounting to several thousand dollars a day. He died at his residence, January 2, 1879.

Besides the foregoing the following-named pioneers have also died, most of them members of the Pioneer Society at Stockton:

NAME.	NATIVITY.	DATE OF DEATH or of obituary.
Richard P. Ashe		
W. A. Ballard	Ohio	1878
Charles Blanchard	N. Y.	Sept. 22, '76
C. C. Bruckman	Germany	Sept. 22, '76
Charles D. Camp	Vt.	April 29, '80
L. E. Chicard	Pa.	Dec. 7, '83
Henry F. Campton	Md.	Feb. 9, '82
C. M. Creanor	Pa.	Dec. 6, '82
William Dennis	N. J.	Jan. 22, '74
R. A. Downing	Ill.	Jan. 22, '74
John W. Dowling	Ill.	Jan. 30, '75
Ed. A. Everett	Ohio	Jan. 30, '75
W. H. Fairchilds	Pa.	Aug. 23, '82
Russell Farnham	N. Y.	Aug. 27, '83
Thomas Henderson	Iowa	Aug. 27, '83
Josiah Hunter	Ireland	Dec. 28, '82
Samuel Langdon	N. C.	March 18, '80
Green T. Martin	N. C.	March 18, '80
Thomas Marshall	Mass.	Oct. 26, '82
John Murphy	Ireland	July 22, '70
Henry Ortman	Germany	Aug. 26, '73
John Petty	Tenn.	March 5, '80
Henry Ramsay	Norway	Sept. 11, '83
M. Rosenberg	Germany	Sept. 11, '83
George W. Smith	Ohio	Nov. 11, '83
A. V. Snyder	Md.	July 23, '81
Frank Stewart	Md.	July 23, '81
C. M. Tureman	Ky.	May 15, '77
John Vanderbilt	N. Y	May 15, '77
J. T. Wadsworth	Mass.	Oct. 9, '76
M. Walthall, Jr.	Miss.	April 30, '73
John Wasley	England	Sept. 20, '79
John H. Webster	Maine	June 11, '81
T. D. Wren	La.	June 28, '81

Among the living are the following:

Otis Perrin, still an active business man of Stockton, was born in Massachusetts in 1826, and in 1849 came to California by way of Cape Horn. First he went to the mines in Tuolumne County, where he constructed a canal for the purpose of turning the Tuolumne river at Hawkins so that the bed of the river could be mined. In 1850 he did a similar piece of engineering at Jacksonville on the same river. He then mined several years in Garrote, where he was one of the proprietors of the Washington Hotel for ten years. He was also one of the proprietors of a ditch company who constructed thirteen miles of ditch for irrigating purposes, of which he was the superintendent several years. In 1864–'66 he was a member of the Legislature two terms from Tuolumne and Mono counties and in 1869 he settled in Stockton, where he was first appointed Receiver for the United States Land Office, and re-appointed under successive administrations. He has since been president and superintendent of the Stockton Combined Harvester & Agricultural Works.

J. D. Peters was in his early days a sailor and was in the city of New Orleans when the gold excitement of California began to prevail. After spending several years among the miners, in 1857 he embarked in the grain business and was from 1860–'68 the confidential agent of Isaac Friedlander. He inaugurated the popular

system of storage, which now is generally followed throughout the valley, and built the first grain warehouse in Stockton. He has been largely interested in banks, railroads, shipping and many other enterprises of importance. At the time of the suspension of the Bank of California, Mr. Peters alone, of all the grain dealers of the San Joaquin valley, continued to pay cash for giain.

Henry Barnhart, the heaviest taxpayer in San Joaquin County, is an Argonaut of 1849, born in Lancaster County, Pennsylvania, April 1830. After spending two years in the mines of El Dorado County, he re'urned home and after a residence there of three years he moved to Missouri, from which State he came to California in 1859, accompanied by his family, settling five miles from Woodbridge, where he continued to live until 1875. He then moved to his present residence about two and one-half miles north of Stockton. He is one of the greatest land owners in the valley, has had much experience in buying and selling land throughout the State, and he is also a scientific agriculturist. He has spent $100,000 in the reclamation of swamp lands in this county and also in Yolo and Solano counties. At this writing (November, 1889,) the unusual amount of rain has stopped his work when his expenditures were amounting to $1,000 a day for labor.

Jonathan H. Dodge, still living northeast of town, was born in Lamoille County, Vermont, April 21, 1819, and came to California in 1849 by the Panama route from McHenry County, Illinois. After spending seven months in the mines on the South Fork of the American river, about six miles from where gold was first discovered, he settled in Elliott Township, this county, about two miles from his present home. His present farm he purchased in 1857.

E. E. Nelson, a native of the State of New York, made the long and perilous voyage around Cape Horn in 1849 and settled in Stockton the next year, where he engaged in business about two years. Selling then his interest here, he purchased a farm about three miles from the city, where he lived most of the time until November, 1878, when he returned East and since then he has been a resident of the city of Brooklyn, New York.

William C. Miller, proprietor of warehouse Stockton, was born in Union County, Indianas December, 9, 1824; in 1828 the family moved to Niles, La Porte County, that State; and in 1849 William came overland to this State, residing first in El Dorado and Sacramento counties until 1851, when he removed to this county, which he has since made his home. He has been an extensive raiser of cattle and sheep, and made a fortune.

William D. Ashley was born in Susquehanna County, Pennsylvania, 1819, and came across the plains in 1850. He spent some months in the Georgetown mines, and in 1852 he purchased part of the land he now owns in O'Neil Township, eight miles from Stockton.

William L. Overhiser is a native of the State of Pennsylvania. At the age of four years he moved to Columbia County, New York. He was one of a party of nine who organized themselves into an association at Long Island, purchased the ship "Sailor," and came around the Horn to California, bringing with them a large number of passengers. The vessel was sold after their arrival in San Francisco, October 12, 1849. For about a year he engaged in teaming to the mines at Johnstown, Sullivan's creek and Murphy's camp; also in prospecting. In the fall of 1850 he purchased 160 acres of land on Calaveras river, and went into partnership with J. B. L. Cooper, nephew of Peter Cooper, New York, who also had 160 acres. In 1851 he raised sixteen acres of barley, and in the next season sowed sixty acres, and enclosed them with a wire fence, the first in the county. He has been largely interested in breeding Norman horses, Durham cattle, Berkshire hogs and Merino sheep. Mr. Overhiser, as noticed elsewhere, was the first in this county to try the experiment of artesian irrigation.

William H. Robinson, Secretary of the Pioneer Society, etc., at Stockton, was born in the

town of Morpeth, Northumberland County, England, May 22, 1813, his parents being William and Margaret (Heppel) Robinson. His father, a military man, lost his sight in the East Indies and afterward acted as agent for the London Genuine Tea Company. Mr. Robinson, the subject of this sketch, came to America in his fourteenth year, sailing from Liverpool May 13, 1827, on the ship Arab, a thousand-ton vessel, and arriving at New York June 20. In a few days he started further westward, traveling on the Erie canal to Oswego and crossing Lake Ontario into Canada, where at the time his uncle was a resident. Four months afterward he went to Rochester, New York, where he entered as an apprentice to the printers' trade in the office of the *Democrat*. After eighteen months or two years there, he worked as a journeyman, mostly in the States of New York and Ohio. In 1839–'40 he taught school in Canada; returned to New York State, and in 1841 to Canada again, where he taught until 1845. He was married in Woodstock, Canada, March 1, 1845, to Caroline Letts, a Canadian by birth but of American parents. In the fall of that year, with his wife and father-in-law and family, he moved to Will County, Illinois, settling on Hickory creek. The ensuing winter he spent in Chicago, working in the offices of the *Journal* and the *Democrat* ("Long John's" paper). The next summer he went to Sandwich, Canada, opposite Detroit, where he was Deputy Master of the District Grammar School until 1848. Returning to Illinois in the fall of that year, he went to Geneva, Wisconsin, and for a time worked on the *Standard*. In order to vote for General Taylor for President of the United States, he returned to his home in Will County, Illinois. Next he became foreman of the *Democrat* office in Joliet, and also local editor of the paper. Six months afterward he tried his hand at canvassing for the Chicago *Journal* and other papers in Northern Illinois, Southern Wisconsin and Eastern Iowa.

In the latter part of March, 1850, he started for California across the plains, with a Will County train, there being thirty-three persons in the party. Coming by way of St. Louis, Missouri, Independence, Long Jack, and Little Blue river,—where they camped until they obtained their supplies,—they reached Salt Lake just as the Mormons were getting out the first number of the *Deseret News*, and for this number Mr. Robinson imposed the forms; and his name appeared among the arrivals. The proprietors gave him several copies to bring along to California. Wesley Richards, the historian of the church, was the editor. Laying in fresh supplies at Salt Lake City, and exchanging horses for oxen and flour, the party, after recuperating, completed their journey. July 10 Mr. Robinson was at work on the *Morning Transcript* at Sacramento, published then by Kelly, Fitch & Ewer. He visited Marysville, and in January returned and went to work on the *Placer Times;* and when in February following seven or eight men ("Sedition Half,") including Alexander C. Clark, Paul Morrill, F. K. Krauth, struck, and in March started the *Daily Union*, he went to work on the *Transcript*. Among the employés there were J. McDonough Ford, W. H. Wheeler of the *Golden Era* and an old gentleman named Cavan. After working half a year on the *Transcript*, Mr. Robinson entered the letter express business, in company with a man named Clark, and followed that business several years. His name appears in the *Chronicle* published at Mokelumne Hill in 1851. From February to April, 1852, he was solicitor for the *Democratic State Journal*. In 1857 he quit the letter express business, went to Shaw's Flat and engaged in mine speculation, shoving $20,000 into tunnels, etc., within twelve months. In 1858 he moved a house from Shaw's Flat to Altaville in Calaveras County, rebuilding the structure there. He moved thence to French Gulch and became recorder of mining claims during the copper excitement on San Domingo creek. In 1861 he purchased forty acres of land at French Gulch, built a house there, sold it, and in 1866 bought another tract, called the Oak Orchard Ranch,

two and a half miles from Vallecito. Remaining there until 1872, he came to Stockton and bought an interest in the *Advertiser*, and was canvasser and collector for various printing-offices: was also local editor of the *Morning Courier*. Then he packed wheat on the levee for a time, served as coroner for a year, commencing February 8, 1882, that being an unexpired term; was business manager of the *Independent* in the spring of 1883; and then was laid up with sickness for four months. In the fall he was elected secretary of the Pioneer Association. About the same time he opened a real-estate and employment office, at his present well-known place of business. In 1885 he was appointed United States Stamp Agent and Deputy Collector of Internal Revenue. Since 1881 he has held the position of Resident Local Inspector of Horticulture and Viticulture, and also Secretary of the County Board of Horticultural Commissioners. Not until October, 1888, was his resignation received of the office of Deputy Revenue Collector, which he had been offering for some time. In 1887 he was also appointed Quarantine Guardian of the San Joaquin Fruit District; and on the reorganization of the board in May, 1889, he was elected one of the commissioners and made secretary of the board, as by lot he drew for the longest term of years; and May 17, 1889, he was again commissioned Quarantine Guardian. He is also statistical correspondent of the Agricultural Department at Washington. Since August, 1883, he has been Secretary of the San Joaquin Society of California Pioneers. During the war he was Secretary of Monitor Council, No. 104, of the Union League; was then the "blackest Republican" in Calaveras County.

Mr. Robinson has had nine children who grew up to maturity: of these, three sons and three daughters are now living.

Biographical sketches of many other living pioneers, and some of deceased, are given elsewhere in this volume, and may be found by the index.

The Pioneer Society has a library and museum in their hall on El Dorado street, near Levee. In the latter may be enumerated the following, arranged respectively under the donors' names:

J. B. Douglass—Directory of San Joaquin, Tuolumne and Calaveras counties, etc., for 1856.

Mrs. S. Helen Douglass—Seventy or eighty volumes, D. F. Douglass, deceased.

William Kierski—Portrait of Alexander von Humboldt.

Dr. G. A. Shurtleff—Stockton Directory, etc., 1852; Sermon on Dedication of the Presbyterian Church, May 5, 1850 (the first in the State), by Rev. James Woods; San Francisco *Whig* of August 21, 1852.

General George S. Evans—Large American flag; bow and arrows; scalp.

B. Howard Brown—Blair's Rhetoric; Spanish Directory; The Virginia Scriveners.

B. P. Kooser—Three copies of Santa Cruz *Sentinel*.

A. W. Brush—Indian mortar found twenty miles from Stockton.

J. B. Hall—Picture of the city of Stockton in 1849.

O. P. F. Kallenbach—Medallion of L. A. Holmes, editor of the Mariposa *Gazette*.

Stockton Light Artillery Company—Twelve lithographs of battles in Mexico, Capture of Monterey, etc.

J. W. Rover—Cumberland's flag.

Frank Bros.—Ornamental panel for hall door.

George F. Butler—*Pacific News* of San Francisco, December 4, 1849.

A. W. Gove—Associated Pioneers, New York city; also a picture of the first boat built in Stockton.

R. K. Reid—Portrait of Governor Purdy, first mayor of Stockton.

B. W. Bours—Picture of Sutter's Fort.

Rev. James Woods—"California Recollections," his own publication.

F. D. Clark—Group of "Pioneers of Territorial Days" residing in New York city; Stevenson's Regiment.

S. C. Upham—A copy of his "Scenes in El Dorado."

C. M. Weber—Portrait of George Washington, in oil; portrait of General John A. Sutter, steel; pay and muster roll of California Mounted Rifle Company.

Mrs. Lowry—Specimen of the first brick burned in California.

J. J. Evans—Two pennies coined during the reign of George III.

W. P. Plumer—Illustrated copy of "Wide West."

Frank Burton—Pictures of the explosions of the "American Eagle" and "Stockton" October 18, 1853.

Mrs. B. F. Clowes—Tin boxes of friction matches bought in 1849.

J. A. Grossberger—"Indignation Meeting," —a framed poster.

Henry Adams—Receipt of $75 given by the painter, L. W. Todd, for painting the original Bear Flag in 1846.

J. P. Spooner—Pioneers' parade September 9, 1877.

Andrew Wolf—Picture of the mission of Carmel at Monterey, 1770; illuminated tile from Carmel valley.

T. K. Hook—One dollar note of Continental currency; chips of wood from the Donner Camp; piece of tile from the Carmel mission.

W. H. Robinson—"Thirty Years in California," by Dr. S. H. Wiley, and other books.

H. G. Boisselier—A Prussian five-pfennig coin.

Theodore Lee—A piece from the petrified forest near Calistoga, California.

E. S. Holden—Thirty-eight geological specimens; specimens of shells, and 350 other articles.

J. H. O'Brien—A view of San Francisco bay and harbor in October, 1849, and many other articles.

Besides the above, the Society has supplied itself with hundreds of photographs, which are neatly framed singly or in groups. Among the pictures are those of the first white child born of "American" parents in the San Joaquin valley, Mrs. Lizzie Agnes Grattan, the daughter of Willard Russell; she was born at Stockton, September 9, 1848; Mrs. Margaret C. Lowry, daughter of C. D. Dickinson, the first woman married in Stockton, October 29, 1849; a picture of Stockton in 1854, and of Zoth Keeno.

One account says that the first white child born in Stockton was in the family of Nicholas Gann, in one of the log cabins near Weber's residence, and that "the first marriage in this county on record in the papers was that of Charles Peck and Miss Lucy Jane Dickerson, solemnized by Rev. James Corwin, in March, 1850. She was a bride and a widow within the year, her husband having been killed by Indians. The nuptials were celebrated with wine and feasting."

STOCKTON IN EARLY DAYS.

CHAPTER IV.

AT first this place was known among the Mexicans as Rancho del Campo de los Franceses, and among the Americans as French camp, or Weber's settlement.

Captain Weber and his partner were at first undecided concerning the name which the settlement should have. The Captain seemed to prefer either Tuleburg or Castoria. Tuleburg was a name by which it had already been known, and Castoria was his "fancy name," as he expressed it. The latter is derived from a classical name of the beaver. Both tules and beavers were abundant in this vicinity at that time. Mr. Hammond preferred New Albany, as his birth-place was Albany, New York. Finally, on account of Commodore Robert F. Stockton's promising the aid of a Government steamer in building up this settlement, Captain Weber concluded to name the place after him, but afterward regretted it, as the Commodore never fulfilled his promise.

The place was first legally known as the "City of Stockton" in a petition to the Court of Sessions, July 23, 1850.

Stockton is laid out in blocks 300 feet square, and embraces an area of four square miles. The plat was first surveyed in 1848, under the direction of Captain Weber and Major R. P. Hammond. The north and south streets are eighty feet wide, and the others sixty, the north and south streets being in the direction of about 20° west of north and east of south, and the other streets at right angles with these. Soon after the survey of the plat and the naming of the place, Captain Thompson of the navy prophesied that as a town the place would "burst like the Commodore's (Stockton's) gun!" One account says that the name and the plat soon "vanished," and in 1848 another plat was made and the place called Stockton, while another account speaks of Weber directing a plat to be made in June, 1849. It says he stood in his store where the Copperopolis depot now stands and directed the line of streets east and west parallel with the Stockton channel and extending north and south one-half mile; while another account states that the first plat was made on the south side of the Stockton channel. It is known that the plat on which Miner avenue is located showed that avenue to be platted as a channel, the idea being to continue the channel in that way for purposes of drainage; but the engraver mistook the designation of channel and drafted it as an avenue. In the next year, 1850, in proceeding to incorporate, the boundaries are mentioned as Flora street on the north, Aurora on the east, Twiggs on the south, and Bragg or Tule on the west. Twiggs street therein mentioned is known as South street, and Bragg is omitted in the western boundary.

The north line of the Weber grant was the North slough.

Before there were any structures erected on this plat of sufficient importance to be mentioned, besides the Weber residence itself, the great gold discovery was made, which occasioned the sudden development of this place, and which must now be mentioned in detail.

DISCOVERY OF GOLD.

On or about the 19th of January, 1848, gold was discovered by James W. Marshall, an American employed by Sutter in building a water-power saw-mill at Coloma, forty-five miles northeast from Sacramento. Gold had previously been discovered in Los Angeles and other points. It had been a matter of report to James Buchanan when he was Secretary of State, and had been mentioned by the first discoverers. This Marshall knew, and being a man who was disposed to look on the luminous side of a dark lantern, believed that the shining particles he had discovered were of the precious metal; he was alone in this belief, however, for some time, his associates ridiculing him for his infatuation. They had sufficient doubt of their own skepticism, however, to try the mineral in their rude way to see if there might not be some "fire where there was so much smoke." They tested the metal by immersing it in vinegar and by boiling it in lye, which, failing to corrode or turn it green, brightened the prospect to the extent of making a marked diminution in the hilarious qualities of the standing joke about "Marshall's brass."

It all resulted in a visit to San Francisco by a man named Bennett, in the latter part of February, who took with him specimens to ascertain whether the new discovery were really gold. Bennett met in that city Isaac Humphrey, who, being an old gold miner from Georgia, pronounced the joke a fraud and the metal gold. He returned with Bennett, arriving at the mill on the 7th of March. On the following day he satisfied himself of the value of the discovery, immediately constructed a rocker, and inaugurated mining in California. On the 25th of that month, the *Star* of San Francisco announced that gold dust had become an article of traffic at New Helvetia.

When the people on this coast began to realize that the mineral lay hidden away in the foot-hills and along the mountain streams of California, a change, sudden and absolute, "came o'er the spirit of their dream," leaving but one impulse, the desire for sudden wealth, that moved the masses and controlled their acts. Those who had come here, intending to make this country their permanent homes, suddenly lost sight of that fact and became possessed of an irresistible desire to abandon them and dig wealth from nature's secret places, and then return to their Eastern homes to enjoy the fruits of their brief labors. Wages suddenly rose to $16.00 per day, that had been $1.00 for the common laborers, and $2.50 for the mechanic.

As an example of the general breaking up of the old condition of things, we quote from Thompson & West's History the experience of Mr. Doak, who was building a saw-mill at Santa Cruz, when the news reached there of the gold discovery. He had ten men at work for him on Saturday night, and on Monday they had all concluded to go to the diggings. Business in his line being then broken up for want of help, in June, 1848, he joined a company made up at that place for a trip to the mining districts. When he left Santa Cruz there were seven wagons in the outfit.

On their arrival at the crossing of the San Joaquin (about where the railroad crosses it now) the party had increased until, in addition to the wagons, there were 300 men on horseback. The river was then very high from the spring freshets, and was overflowing its banks in all directions. A boat was constructed of willow poles, covered with elk hides, and in this they ferried across their provisions and men. The horses were made to swim, and the wagons were floated across on tule "balsas," which were large bundles of dry tules firmly bound together, forming a kind of raft. The party passed

through Stockton and made directly for Sutter's mill on the American river, now known as Coloma.

In the latter part of March a man arrived in Tuleburg, bringing with him specimens of scale gold from Sutter's mill. He informed the people there of the recent discoveries on the American river, the specimens confirming his report; whereupon Captain Weber, who had already taken gold dust in exchange for goods, catching a spark from the flame, fitted out a prospecting party consisting of settlers on his grant, and took with him some strangers that chanced that way, and a force of Siyakumna Indians, and commenced the exploration of the county east of the San Joaquin, beginning at the Stanislaus and working north. The fever was on them, haste and nuggets their watchword, inexperience their companion and failure the result, until they had reached the Mokelumne river, where the Captain decided to make a more deliberate search, the result of which was the discovery by him on that river of the first gold found in the section of country that was afterward known as the "southern mines," so called to distinguish them from those which, by geographical location, were most easily approached from Sutter's fort. The Cosumnes river was afterward considered the dividing line between the "northern" and the "southern" mines. From this point north, on every stream and branch, until they reached the American river, gold was found by them, owing to their more careful search and added experience. Arriving at Sutter's mill it was decided to choose a working place and commence mining. A creek was selected for that purpose, and named after the leader of the expedition being known as Weber creek until the present day.

As soon as work commenced, Captain Weber, leaving some of his companions at the claims, returned to Tuleburg and made more extensive preparations for business. He organized a company, known as the Stockton Mining Company, in which was included a number of his village settlers, as John H. Murphy, Dr. Isbel, Joseph Bussel, George Frazier, Pyle and Baker, and soon returned to Weber creek with a full supply of goods, implements, cattle, etc., taking with them some twenty-five Indians, belonging to the tribe of his friend Jesus, who by request had sent them to the Captain as laborers. Captain Weber had a firm belief in the existence of gold farther south than it had yet been discovered, and in paying quantities. His object in getting the Indians to work in the mines was to instruct them how to separate the metal from the dirt, so that they could become his prospectors along the southern rivers. After they were thoroughly instructed he sent them to their home on the Stanislaus, with instructions to explore it and the Tuolumne, and report to him what they found.

The Indians carried out faithfully their instructions, and in a very short time their messenger arrived in Tuleburg and delivered to the Captain's "major domo" at that place a quantity of magnificent specimens, with the information that gold could be found everywhere between the Stanislaus and Calaveras rivers. This "glorious news," carried by an express rider to the Captain on American river, caused that gentleman to change all his plans, and commence operations with a view to working what has since been known as the southern mines. He communicated the exciting intelligence to his friends, left an agent at the American fork, and returned with a number of persons to Tuleburg, where he equipped a new and more complete expedition, and, accompanied by a large force of Indians as laborers, commenced the search for gold on those rivers.

The mining operations of this company were numerous and scattered over an extensive region of country, having in its employ a small army of Indians, the different members conducting the various enterprises. Many localities in the mountains took their names from individuals belonging to this company; such as Murphy's Camp, after John M. Murphy, Sullivan's Diggings, Sansevina Bar, Jamestown, Wood's Creek and Angel's Camp; all were named after mem-

bers of Captain Weber's party. Dr. I. S. Isbel was also one, and it is said that his wife made a piece of red cotton cloth into skirts which the doctor sold to squaws for $10,000 in gold dust!

In July some of Jesus' Indians found a very fine specimen of pure gold, weighing eighty and a half ounces avoirdupois, the general form of the nugget being that of a kidney. Its rare beauty, purity and size, caused the firm of Cross & Hobson, of San Francisco, to pay for it $3,000, being induced to pay this extraordinary price in order to secure so rare a nugget to send to the Bank of England as a specimen from the newly discovered gold fields of California. Gold dust was selling at that time for $12 per ounce, and the specimen, had it sold only for its value as metal, would have yielded the "Stockton Mining Company" only $966.

The southern mines soon began to assume importance. It was estimated that in August there were 4,000 men working in the mines on the Stanislaus, averaging $10 a day each. As a necessary result the new industry required the establishment of a place which could be relied upon as a general base of supplies. That base would naturally be the point where a combined summer and winter water navigation ceased in the approach to the mountains. This point was where Weber had previously pitched his tent, at the head of the slough or channel which had already become known in the country as the place the Stockton Mining Company had made the source of its supplies. Captain Weber, with his usual clear-headed manner of deducing the effect from an existing cause, decided that there was more money in founding a city than in digging for gold; consequently he dissolved the Stockton Mining Company in September, 1848, and returned to his village, the various members continuing operations on their own responsibility.

In the early spring of 1849 the first vessel had arrived on the coast, loaded with gold seekers, who were followed in rapid succession by others. This was the first approach of the tidal wave of immigration, which swept all before it. In ten months' time, between April, 1849, and February, 1850, 14,240 officers and seamen left their vessels, in the harbor of San Francisco, to rot, while they sought the mines in pursuit of gold. Between the 12th of April, 1849, and the 28th of February, 1850, there arrived in San Francisco 43,824 passengers, of which were

American men	31,725
" women	951
Foreign men	10,394
" women	754
	43,824

At the same time that people were reaching these shores by water, a steady stream of immigration came pouring into the country from across the plains. This vast and sudden influx created an imperative demand for a complete organization of the laws, and the systematizing of a government that would be respected by the incoming population.

Gold and money being proportionally more plentiful than the necessaries of life, there was much suffering even while the hands and pockets were full of the glittering "treasure." The prices of necessaries were fabulously high, and for a time vegetables were not to be had at any price. As a consequence many persons sickened and died, and the names and former homes of many of these were never known. Persons didn't stop to inquire each other's names, nativity, or place of former residence, because they were so transient.

There was no fixed or market value for provisions or supplies, and hardly a limit to the price of employment. At one stride wages went from a $1 to $16 a day. Watermelons and muskmelons brought $1 apiece. Potatoes, tomatoes, cabbage and vegetables generally, about $2.50 a pound. The first pears sold for $3 each.

The price of lumber was $1 a foot, and the city, in 1849, paid Weber this price.

STOCKTON RESUMED.

Immediately after Weber's return to Tuleburg from his gold-mining expedition, opera-

tions were begun, with a view of making that point what it now is. Up to that time the only regular communication between that place and San Francisco had been by whale-boats, which brought supplies to the Stockton Mining Company. (The village was not named "Stockton" until after the mining company of that name was dissolved.) One of his first business transactions was to purchase, on the 20th of September, the little sloop Maria, a thirteen-ton craft, for which he paid $4,000. It was the pioneer in its line, and had two masts, was thirty-eight and a half feet in length, with a ten foot breadth of beam, the depth of hold being three and three-fourths feet. If a sailing craft had ever entered the channel previous to that time, it was the bearer of mission raiders who sometimes penetrated the country to capture Indians and take them to the mission for the good of their souls, or perhaps a sloop bearing supplies to the Hudson Bay trappers. The Maria was the first regular mail packet to San Francisco. In the fall the brig Emil, from Hamburg, laden with stores, was purchased by the Captain, and brought to Stockton, where the vessel was dismantled.

He started a store, also the first in the place, which was run by some parties from the lower country, who left in the fall of 1849. This store was built on the levee, a few feet west of the west line of Center street. The sale of lots at that time had brought Weber upwards of $500,000.

During the ensuing winter the channel was frozen over so solidly that the sloop Maria could not pass down on her trip until the ice had been broken all the way to the river.

The Doak & Bonsell ferry, the first in the county, was also one of the institutions that date their establishment in 1848.

In January, 1849, it is said there was but one wooden house in Stockton, and that was Joe Bussell's, on the corner of Center and Levee streets. It was a hut twelve feet square with a tule roof. James Sirey's tule house was standing on the corner of El Dorado and Levee streets. These tule houses were made of a rough frame and covered body and top with tules thatched. At that time there was some tule huts on the corner of Market and El Dorado streets. These were about eight feet square and built for herders. A man by the name of Davis had an eating house where now is the office of the Farmers' Union. This was built of boards and boxes. Weber was then building his store where the Copperopolis depot now stands. The peninsula was still used as a corral.

Early in 1849, probably in February, came George G. Belt, with a wholesale stock of goods. About the same time Grayson & Stephens built on the corner of what is now known as Center and Levee streets. E. Lane erected a store alongside the latter and soon afterward formed a partnership with Douglass & Rainey. A storeship, owned by Captain Jordon, soon became one of the adjuncts of the growing little town. In May, Malone and another man started a store, and during that year sold to Sparrell and another party. In the spring a livery and hay-stable was established by Heath, Emory & G. G. Dixon. William H. Fairchilds erected the first blacksmith and wagon shop in Stockton this year, which was occupied by the Owens Brothers. It was sided up with poles and covered with tules and mud. The forge and chimney were made of adobe brick. The Owens Brothers made money and left the city some time during the ensuing autumn. During the following winter the shop was sold to Westbay, Churchill & Pierce. There was also in this place about that time a wholesale liquor store, owned by R. A. Parker, of San Francisco. The "Stockton Shades," kept by little Jack Keeler, and a bakery run by Murphy, were institutions in 1849; and during this year was started a tent hotel, afterward changed to a frame building and named the "United States Hotel," and was the first public house in the place; Tyson was the proprietor, and John Anderson manager.

The second hotel erected was the Stockton House, afterward known as the St. Charles Hotel, located on El Dorado street, on the peninsula, in 1849–'50, by Doak, Bonsell & Scott, at

a cost of $87,000. Some of the lumber cost $1 a foot. It was a fine house, four-stories high, and contained about seventy rooms. Mr. Doak finally opened it himself as a hotel, but a few days afterward he leased it to a Mr. Hall, at a rental of $1,800 a month.

The principal hotel in 1849 was kept by a Mr. Chapman. It was 40 x 60 feet in dimensions, two stories high and built by placing sixteen foot boards on end. The floor was of common rough boards and the partitions cloth. The lower story was full of gambling tables, which rented for $25 apiece a day, and the sharp crack of the revolver was a daily occurrence.

At this time the bridge across Stockton channel was not finished. The trestle work, however, was built and the stringers laid loosely thereon. At the celebration of the opening, parties from the business portion of the town walked to the hotel across the stringers. One of the prominent merchants visited the hotel, and made the trip across the stringers of the bridge without accident, but on his return, owing to the fact that he was somewhat exhilarated that Stockton was to have a first-class hotel, he missed his footing and walked off into the slough, where the water was over his head. He dropped straight down and his feet penetrated the mud and held him under water. His companions reached down for him, and, seizing him by the hair, with considerable difficulty drew him out. The first words he uttered were, "Oh, God! but it was deep. I was a long time coming up."

The first lumber-yard in the place was started in 1849, by J. Doak, who purchased his stock (127,000 feet of lumber) in San Francisco, having it landed at the mouth of the San Joaquin river, at a place called New York, where it was converted into rafts, and floated up to Stockton, by letting the rising tide move them forward until it was about changing its current, when the rafts were anchored to the river banks; the passage taking less than two weeks. To maintain the supply after the yard was established, Mr. Doak used his little schooner, the "San Joaquin," built by him at the Doak & Bonsell Ferry.

The first steamer that entered the Stockton channel steamed up to that village in August, 1849. She was called the Merrimac, and was built in Newburyport, Massachusetts, being cut up into several pieces for shipment to San Francisco, where she was put together, Mr. Gove, of this county, having seen her when on the first return trip from Stockton.

Murphy & Ferguson had a small bakery and eating-house where the Eureka saloon now stands. Sirey, White & Whitehouse were the first hotel-keepers. Robertson was the first blacksmith. James Journeay made the first wagon. William Graham put on the first wagon-wheel, doing the work for Mr. Overhiser. Captain Weber, Nelson Taylor and G. G. Belt had the first general stores. J. H. Powers opened the first bath-house on Center street. A. H. Todd & Co. and Reynolds & Co. were among the first express companies. Gillingham Bros. were grocers in 1849. So were Sparrow & Navarro. Bonsell & Scott made the first brick. The first oyster saloon—"Blue Wing Saloon"—and ice cream stand was kept by B. Howard Brown. Mr. Zachariah opened a small 6 x 10 clothing store in 1850, on the levee. From $50 worth of clothing he realized $21,500(!) in less than six months, went home and returned with his family. He then planted a beautiful orchard and flower-garden on the corner of Grant and Park streets, and in 1854 sold his first ripe pears for $3 each! His garden was said to be more beautiful than any that had ever been made in Stockton or vicinity.

DEVELOPMENT OF MANUFACTURE.

First on the list comes food. In 1849 and later, great quantities of crackers, etc., were made and sent to the mines, first from imported flour, and then from home-made flour ground from foreign wheat. This industry, to be sure, was small, but it was the first opening of the tiny bud of manufacture that has since burst into bloom, a beautiful flower. From this small

beginning have the manufactures of Stockton advanced to their present state.

The next industry in importance was the manufacture of flour, the article then in the greatest demand. A mill was established by A. Sperry and S. M. Baldwin in the spring of 1852, and for several years used wheat imported from Napa and Martinez. Not until 1856 did the millers of this region realize that the San Joaquin valley could produce a better quality of wheat than could be obtained abroad. Since then the flour manufactured in Stockton from San Joaquin wheat has achieved a reputation second to none in foreign markets.

The great influx of adventurers in 1849 and later, gave rise to an enormous trade in goods, tools and provisions between Stockton and the mines, and, as all this had to be transacted by teams, there was a sudden demand for wagons of a construction heavy enough to serve the desired end, which the vehicles of various descriptions brought over the plains by the gold-seekers failed to supply, a necessity which resulted in the birth of the "prairie schooner." Still greater was the demand when two years later the people turned their energies to agriculture. To meet this emergency rude and primitive conveyances of the character desired sprang into being, "home-made" in their construction. Soon a great many artisans, blacksmiths and carpenters, were repairing and building wagons.

It is claimed that John Fairbanks made the first wagon in Stockton, in 1851. The first freight wagon was made in 1852 by W. P. Miller, at a bench under an oak tree, the hubs being made from a ship's rudder. The wagon sold for $750, and was called the "Texas Ranger." It was not until 1853 that a regular wagon manufactory was instituted in Stockton, by W. P. Miller, who has continued the business since. The largest wagon he ever made weighed 5,300 lbs., and was sold for $1,100. The large establishment of M. P. Henderson & Son was started in 1869, by Henderson & Clark.

Boat-building came in demand in 1850, on account of the immense traffic with San Francisco. S. H. Davis was for many years the principal builder.

About the same time, brick began to be in great demand, the first to supply it being J. Doak, Rood & Wallace, J. C. White (of Elkhorn ranch), and James Tallmadge.

The next urgent demand was for cheaper tools, especially agricultural implements of a kind suited to the proper cultivation of the soil in this locality. The expense attending their importation from the East was so great that the manufacture of them was early commenced. The early prices demanded for these articles were, scythe, $100; grain cradle, $150; single hand-plows, $125 to $175, and others in like proportion. These prices were largely reduced by the manufacture of most of the implements here, though the great expense attendant upon the importation of the material still kept the prices at a high figure. The first house to engage in the selling and afterward manufacturing of agricultural and mining tools was Paige & Webster, in 1849.

Hides formed one of the principal products shipped from this valley in the early days, and it was not long before the fact was recognized that more money could be made by converting them into leather here than in shipping them to Eastern towns, and then be compelled to buy the leather from them. The first tannery was established in 1853, by J. C. Wagner, which has since been developed into the large establishment, the Pacific Tannery, Kullman, Wagner & Co., proprietors.

Not until 1870 was there an attempt made to utilize the immense wool product of the valley, which had been previously shipped East and to England. Shipments are still made. In that year the Stockton Woolen Mills were constructed and the manufacture of flannels and blankets commenced.

The manufacture of beer was commenced in 1851 by Philip Niestrath, who established the City Brewery, and the El Dorado Brewery was founded by Bush & Dinkleacker in 1855.

In 1857 marble carving was inaugurated in

Stockton by E. R. Roberts, who had commenced to work California marble as early as 1854 at Columbia, Tuolumne County. He was the first man to work California marble, and was alone in the business for some time.

OTHER IMPROVEMENTS.

The first fire occurred on the morning of December 23, 1849, destroying all the business portion of the town, bounded by Center, Levee, Main and El Dorado streets, and the amount of property destroyed was valued at $200,000. This calamity led to the organization of a fire department. Notwithstanding the lack of proper material and the unparalleled severity of the winter of 1849–'50, buildings were again run up and the unsightly waste was again soon covered with a newer and a whiter linen city, interspersed here and there with a substantial wooden building.

Some frame houses were brought here by vessel from the East, a few of which are still standing. Most of them were two stories in height, and are distinguishable by their low-slanting roof and their small windows. Most of them are on the peninsula. In the hurried and transient life of the gold-seekers their stock of goods was a curious conglomeration of goods in most of the private tents, and even in the stores. In coming here any article that they could bring was brought along and dumped in without classification. The Mexicans, of course, had adobe houses, which are indeed more comfortable in a hot climate than any of the modern American buildings, as they preserve the more uniform temperature of the earth beneath. Even in winter they require less fire than do the modern frame and brick structures.

GAMBLING ESTABLISHMENTS.

In 1849 a large gambling tent was standing on the corner of Levee and Center streets, the latter being the principal street in the place. This tent was 100 feet square and contained more than twenty gaming tables. Money and liquor were the chief commodities changing hands here, amid carousing and all the petty vices connected with such a life. This tent was destroyed by fire May 6, 1851, and in its place was erected another gambling house, known as the El Dorado. To see who, after a calamity, would be first re-stablished in business, and that too, without grumbling, was the chief ambition of these pioneers. The Central Exchange, a building 30 x 60, was built in 1849 on the south-east corner of Main and Center streets, by J. B. Nye and Samuel Geddes, at a cost of $14,000. It was built of wood, the floor of Oregon pine and hewn smooth. After its arrival in Stockton the roof was covered with shingles, costing $30 per 1,000. This place was occupied as a saloon, and the first piano ever heard in Stockton thrilled with pleasure the gambling crowd that assembled there. A noted gambler named Bob Collins had rented the tables for $1,000 a month, for the purpose of opening a gambling house. These tables he sub-let to other parties at $10 an hour. Business not being as lively as he anticipated he hit upon a novel plan to increase his profits and the receipts of the bar. Walking down on the levee he learned that Judge Reynolds was holding court on board a store-ship. Being acquainted with the Judge he planned it with the proprietor of the saloon to ask Reynolds to hold his court there, for, says Bob, "If you can get him up here it will draw a crowd to court, and we can do a way-up business." It was agreed that the Judge could occupy the attic as a bedroom free of cost. That day Bob saw the Judge, and they walked down to the Exchange and took a drink, a thing which the Judge was never known to refuse to do. Bob broached the subject, showed the many advantages of the location, room, etc., lodgings for the Judge to be thrown in, and they took a drink. The Judge acquiesced in the arrangement, and his office goods, consisting of a table, bed, pen, ink, and an old book of Spanish law, was removed to his new quarters.

Things were harmonious in this court, saloon and monte bank, until one day an action came before the court in which Bob Collins was an

interested party. It happened that a young man who was a sharper and shrewd at monte, and "broke a bank" just below the saloon, came and deposited the money in Collins' bank until the next day. He came the next morning and said to Bob, "I will take my money." "Why, you are joking." "No, I am not," said the depositor. "I want my money."

Says Bob: "You have left money here before and never have called for it, and what in —— ails you now." "Well, I want my money." Bob failed to hand it over and suit was begun. Witnesses were called to prove that he had never called for his money before. While this investigation was going on the voice of Bob was heard: "Come right up, gentlemen, this is the place to get your money back." The Judge, stern and dignified, sat in his arm-chair, elevated on a dry-goods box. No decision could be made, and finally some one suggested a division of the money. "I want my fee out of this," said Counsellor Terry. "And I shall have my fee," said Lawyer Perley, putting his hand behind him as if to draw a weapon. In an instant fifty hands were down for pistols and knives. The Judge, seeing the state of affairs, stepped down to where the money was lying and pulled it into his hat, filling it nearly, and at the same time remarked that the court would take care of itself, and dismissed the action. Bob did not like this state of affairs, and said: "By —— this court is running my business. Everybody rushes over into that corner and leaves me all alone." In order to get the Judge out he got him into a game of poker, won all his money by putting aces up on him, and then he called on the prefect, George D. Dickinson, to put him out. The Judge subsequently went to Mexico and was never heard of more.

SCARCITY OF WOMEN.

The gold-seekers were of course all men. Hence the appearance of a woman of the white race from the "States" was rare and created considerable excitement. They were a novelty in the mountain camps even as late as 1854. Men traveled as far as ten miles on one occasion merely to see the wife of a miner who had just arrived. At another time a company of miners danced around an old hoop-skirt found by the road-side. In 1849 a ball was given at an adobe house in Stockton, on Main street, just below Center, which was largely attended, but discontinued early in the evening, as only one woman was present, and she a Mexican. The presence of a white woman, whether chaste or not, caused a greater whirl of excitement and rejoicing than would now be occasioned by the arrival of the Queen of England. Even at that early day women were found to be a paying feature in the saloons. Two were imported from San Francisco, who dealt monte in one of the saloons here, and drew great crowds, and money was freely spent.

THE CONTRAST.

In 1847 Bayard Taylor found two log cabins here as the only buildings at this point, erected by Joseph Bussel and John Sirey. (These names are variously spelled.) Bussel's was a tavern, and was patronized by travelers from San Francisco and San Jose. It was torn down in 1850. The logs for these buildings were cut near the asylum, and also about the Mormon slough bulkhead. Where the city now stands was a forest of oak trees.

J. H. Carson, who had passed through Stockton on his way from Monterey to the mines in the summer of 1848, thus speaks of the place upon his return a few months afterward: "But when I arrived, May 1, 1849, a change had come over the scene since I had left. Stockton, that I had last seen graced only by Joe Bussel's log house with a tule roof, was now a vast linen city. The tall masts of barques, brigs and schooners were seen high-pointed in the blue vault above, while the merry 'Yo-ho!' of the sailor could be heard as box, bale and barrel were landed on the banks of the slough. A rush and whirl of noisy human beings were continually before the eye. The magic wand of gold had been shaken over a desolate place, and on it a vast city had risen at the bidding."

Only a week afterward he wrote: "From the top of the divide we hailed the great plain of San Joaquin, visible through the openings among the hills like a dark-blue ocean, to which the leagues of wild oats made a beach of yellow sand. At least 100 miles of its surface was visible, and the hazy air, made more dense by the smoke of the burning tule marshes, alone prevented us from seeing the snowy outlines of the Sierra Nevadas.

"A view of Stockton was something to be remembered. There in the heart of California, where the last winter stood a solitary ranch, I found a canvas town of 1,000 inhabitants, and a port with twenty-five vessels at anchor. The mingled voices of labor around, the click of hammers, the shouts of mule-drivers, the jingling of spurs, the jar and jostle of wares in the tents, almost cheated me into the belief that it was some old commercial market familiar with such sounds for years past. Four months only had sufficed to make the place what it was, and in that time a wholesale firm (amount of a dozen) had done business to the amount of $100,000. It cost this firm to erect a common one story clapboard house, $15,000. I can liken my days at Major Graham's camp to no previous phase of my existence. They were the realization of a desire sometimes felt, sometimes expressed in poetry, but rarely enjoyed in complete fulfilment. In the repose of nature, unbroken day or night, the subtle haze pervading the air, softening all sights and subduing all sounds, the stillness of the day and the starry hush of the night, the oak tree was for one a perfect castle of indolence. Lying at full length on the ground in listless ease, whichever way I looked my eye met the same enchanting groupage of oaks; the same glorious outline and massed shadows of foliage; while frequent openings through the farthest clumps gave boundless glimpses of the plain beyond; scarcely a leaf stirred in the slumberous air; and giving away to the delicate languor that stole in upon my brain, I seemed to lie apart from my own mind and to watch the lazy waves of thought that sank on its shores without a jar. I found Stockton more bustling and prosperous than ever. The limits of its canvas streets had greatly enlarged during my week of absence, and the crowd on the levee would not disgrace a much larger place at home. Launches were arriving and departing daily for and from San Francisco, and the number of mule trains, wagons, etc., on their way to the various mines with freight and supplies, kept up a life of activity truly amazing."

ABANDONED VESSELS.

The rush of gold-seekers to this point during the year 1849 resulted in filling up the channel with abandoned vessels of all descriptions, which impeded the progress of business. A petition signed by nearly all the men in Stockton was presented to Mr. Weber to have the channel cleared. At that time the alcalde was holding his court in one of these vessels. No one had the right to cause their destruction, and there was no provision adequate to deal with them. Mr. Weber had no particular interest in these crafts. He owned at that time one boat, the Maria, which plied between here and San Francisco. This cost him some $4,000, and, so far as disclosed, this was his only interest in sailing crafts or boats; but undoubtedly he was expected by the business men to assume responsibilities not warranted by law in getting rid of the nuisances. Stockton was not alone in this condition. San Francisco was similarly situated. In ten months, between April, 1849, and February, 1850, 14,240 officers had quit their ships there, deserted them, and left the port, and during this time 43,824 people had landed there and left the port. All had gone to the mountains or mountain streams and were seeking gold.

DISASTERS.

The winter of 1849–'50 was a wet one, and the country was a sea of mud; and freighting to the mines from the head of navigation became impossible. French Camp began to loom up as a place of some importance, and it was

the nearest point at which Stockton could be approached by land. A devastating fire in San Francisco had forced her merchants to demand payments from their debtors, many of whom were in Stockton, unable to pay up, and were therefore closed. Such was Stockton in the spring of 1850, at the threshhold of her permanent prosperity. A few wooden buildings had taken the place of the burned tents.

Where Main street crossed the slough which once ran across the southwest corner of the court-house square, was a ferry, and the passenger fare was 25 cents. In the winter of 1849–'50 the ferryman cleared $1,400.

THE FIRST POSTOFFICE

established in Stockton was in 1849. Colonel Allen had been appointed United States mail agent for the coast, and was directed to establish mail routes between Sacramento, Stockton, and the mines. At Stockton, George R. Buffington was appointed postmaster, and he brought his postoffice building with him from Salem, Massachusetts. It was a small affair, but served the purpose.

INCORPORATED.

The first prefect in Stockton was G. G. Dickinson, whose duties were a sort of combination of those of judge and executive; he was a kind of mayor and chief of police combined.

The first attempt at municipal organization in Stockton was made in November, 1849. On the authority of an order from the court of Judge George G. Belt, the citizens, on the 13th of that month, elected the following officers: T. B. Van Buren, president; councilmen—John F. Stephens, Richard W. Heath, M. S. Robinson, John Murphy, W. F. Streeter, D. F. Douglass, George Glidden and J. J. Thibault. City governmental matters ran with comparative smoothness for about three months, when it was discovered that the election had been illegal, and the officers were responsible only for the bills they had incurred. Accordingly they adjourned *sine die*.

The time from the latter part of 1848 to the spring of 1850 there had been a great influx of people, and vice and disorder were rampant, so some organization for self-protection was a necessity.

Quite early in the spring the citizens began to agitate the question of another attempt at city organization; the first effort in that direction having proved ineffectual, the second was commenced with more care. The first step taken was the meeting of some of the leading citizens at the store of George G. Belt on the evening of March 15, 1850, "for the purpose of considering the propriety of recommending the inhabitants to form a town council,"—at which T. B. Van Buren presided, with Dr. E. B. Bateman for secretary. The result of the meeting was the appointment of a committee to draft an act of incorporation for the city, and report the same at a meeting to be held on the coming Tuesday evening, at the "Owens House." This second meeting resulted in a disagreement as to the boundaries of the proposed city, and in a proposition to submit the matter to a vote on the first Monday in the coming April. The city was finally incorporated under a general act of the Legislature by the following decree issued from the court of Judge Benjamin Williams, July 23, 1850:

"A petition from the citizens of Stockton, praying that the town might be incorporated under the name of the City of Stockton, according to the provisions of an act to provide for the incorporation of cities, was this day presented to the Court, and it appearing to the satisfaction of the Court that said town had a population exceeding 2,000, that a majority of the qualified electors thereof have signed the above petition, and that legal notice has been given of the aforesaid application, it is therefore ordered by the Court, after hearing said application, that, in accordance with the prayer of said petition, said town is incorporated by the name of the City of Stockton, with the following boundaries, to wit: On the north by Flora street; on the east by Aurora street; on

the south by Twiggs street; on the west by Bragg street or Tule street, as shown by Hammond's survey of said town, a map of which is deposited with this Court.

"It is further ordered that the Common Council to be chosen under this act of incorporation shall consist of seven members.

"It is further ordered that notice be given of an election, under the above act of incorporation, to be held at the Central Exchange, in Stockton, on Thursday, the 1st day of August, A. D. 1850. BENJAMIN WILLIAMS, *Judge*."

The above is a copy from the original record, without date, but supposed to be July 23, 1850.

On the 5th of August the officers chosen assembled at the Masonic Lodge rooms and organized the city government, the following named gentlemen being the first city officers:

Samuel Purdy, mayor; aldermen—C. M. Weber, W. H. Robinson, J. W. Reins, James Warner, B. F. Whittier, Hiram Green, George A. Shurtleff; A. C. Bradford, clerk; G. D. Brush, treasurer; William H. Willoughby, marshal; C. J. Edmondson, assessor; H. A. Crabb, attorney; F. C. Andrew, harbor master; Walter Herron, recorder.

The county had been organized, the judiciary had assumed their functions, and Stockton had cast off the garments of youth and become a full-fledged city; yet California was in leading-strings—a Territory knocking at the door of the nation for admission as an equal among the sister States of the Republic. On the 9th of September a response came to the appeal, and California became a State in the Union; and on the following 18th of October the welcome news arrived on the steamer Oregon, the papers being in the charge of General Bidwell, or rather of Mrs. Crosby, to whom the General had entrusted their care for greater security.

REVIVAL OF BUSINESS.

About the time of the organization of the county, the first week in April, 1850, the winter rains had nearly ceased. The steamer General Sutter had commenced running between Stockton and San Francisco, the depression caused by the closing of some business houses here by San Francisco creditors was rapidly passing away, and an immense stock of goods to supply the spring demand from the mines was in process of accumulation. After the roads became passable it was no uncommon matter to see a hundred pack mules in a single train, loaded with merchandise for the mines. Some of the merchants shipped to San Francisco as much as 300 pounds of gold dust at one time. Business was brisk in all its branches. During the month of April between 2,000 and 3,000 people landed in Stockton for the southern mines; and in the fall there counted seventy "prairie schooners" on the road between Stockton and Sonora at one time, each having a carrying capacity of 5,000 to 20,000 pounds.

From a list of signatures to a petition to Mr. Weber for the clearing of the channel from useless and unused vessels, already referred to, we compile the following nearly complete catalogue of business men operating in Stockton in February, 1850:

Merchants—H. W. Wallis, Buffum & Cook Thomas A. Austin, French & Mathez, J. G. Chatham & Co., G. W. Van Pelt, S. B. Alden, E. Lane & Co., Grayson & Stephens, Hogan & Hatch, C. A. Gillingham & Co., Heath & Emory, F. W. Urann, E. Sparrow, Comstock & Co., H. Morton, A. L. Prewitt, Davis & Smith, Timothy Paige, W. T. Shannon, Read, Taylor & Co., Samuel M. Baldwin, W. Bassett, W. G. and Byron Bingham, Thomas McSpedon, Alden A. M. Jackson, O. H. Perry, A. A. Townsend, Charles S. Peck, Edward Halsted, M. Ainsa, H. Green, A. Sperry and R. O. Selfridge.

Lumber-dealer—John Doak.

Carpenters—James Sirley & Co.. J. E. Nuttman (?), J. M. Buffington, William H. Lum and James Vincent.

Butcher—William Ward.

Express—A. H. Todd & Co.

Livery—John M. Culver.

Teamsters—Andrew J. Hawkins, McPherson

& McCollum (?), John J. Holliday and C. Morgan.

Sailor (mate)—Robert Wilson.

Real Estate Agents — Elbert Weekes and William Bush.

Farmer—William G. Phelps.

Physician—H. H. Brayton.

Lawyer—C. M. Halsted.

Hotel-keepers—L. G. Chapman, S. Shirley and Charles Mariner.

Surveyor—C. D. Gibbs.

County Clerk—James H. Jenkins.

William McKibbin, George W. Housey, Michael S. Noyes, A. G. Dickenson, J. Darley, Charles Van Winkel, Ira Johnson, A. Klemm, William Collins, B. F. Cheatham, Robert A. Harris, Richard Brothers, T. O. Selby, N. A. Daw (Jenkins, agent), H. P. Celte, P. M. Dezurg, H. Cruthers, Levi Merriam, James P. Burr, William M. Wheeler, George B. King, Peter Ortega, John D. Callaghan, C. S. White, H. S. Littlefield, Samuel Sharp, J. W. O'Neal, D. S. Hewlett, Yates Herald, Fred. Heakensfeldt, Joshua Parrish, Stephen Pettengill, John Cottrell, G. E. Morse, C. K. Glater (?) and a number of saloon-keepers and gamblers.

From the orthography of the names we should judge that nearly all the above were from the States and other English-speaking countries.

During this year several events transpired that were the forerunners or the starting-point of what has since proved of importance to the county. One was the starting of a brick-yard by J. Doak and partners, prior to the financial embarrassment previously mentioned. The yard was in the eastern part of the village. These gentlemen took contracts to make 700,000 brick at $60 per 1,000. Of this amount 300,000 were to be used by parties who then proposed to erect a banking-house here. Messrs. Doak & Co. manufactured the brick according to contract; but when they were completed the financial crash had come, and there was no market for the brick in Stockton, and they had to be shipped to San Francisco, where they were sold for $35, less the freight of $7 per 1,000.

Lumber held the high rates of 1848 until about the middle of the year 1849, when it was suddenly dropped to three or four cents a foot, by the wholesale. In 1851 lumber was sold in Stockton for $150 a 1,000 feet. The freight upon it from San Francisco was $30 to $40 a thousand.

The first hotel built for the purpose in Stockton was the Stockton House, built in 1849–'50, by Doak, Bonsell & Scott. It was of wood, three stories high, and cost about $75,000. The first theatrical performance in the city took place in the dining-room of this hotel, under the management of Bingham and Ferry. The first reputable ball in the place was given here, February 22, 1851. In 1854 the name of this hotel was changed to St. Charles.

The Dickerson House was opened about the same time by Roach & Mason. It had a large wooden front and cloth sides, and rented for $1,200 a month. It was built by T. K. Hook, who lived until 1889. The wood-work was mostly Eastern lumber, dressed after its arrival here. Lumber was then worth from $250 to $300 a thousand feet.

The next famous resort in order of time was the Stockton Club House, on the north side of Market street, between Center and El Dorado. It was of cloth, 100 feet square, nicely furnished with a reading-room, billiard hall, dining-room, saloon and kitchen. The first meeting of the members was held in July, 1850, at which they adopted a constitution and elected the following officers: Major R. P. Hammond, president; Samuel Purdy, vice-president; Mr. Rascom, secretary; and E. M. Howison, treasurer. But their zeal shortly died out, and the property was sold at auction a few months afterward.

The Magnolia, a large wooden structure, was first opened to the public as a restaurant in June, 1850, and in after years became a popular hotel. J. C. Morris, the landlord, conducted it until a few months before its destruction by fire.

July 20, 1850, Colonel Cheatham opened the Hotel de Mexico, which became the resort of gamblers and intriguing politicians. He him-

self led the Southern Democratic element of the city for a time, and afterward returned to the Southern States East and became a Brigadier-General in the Confederate army during the war.

In September, 1850, Weber & Hammond finished a structure on the peninsula known as the Corinthian building. It was a large, three-story frame,—at that time the largest in the State. In 1851 it contained a court-room, a printing-office, a church, a custom-house, a theatre, a public assembly room, a postoffice, two law offices, and a large number of private lodging rooms. This building was torn down in 1870, by Captain Weber.

In the fall of 1850 and spring of 1851, the New York Hotel, the Galt House (now the United States Hotel), the Phœnix Hotel and the Angelo House were built.

After the fire of May 6, 1851, the town was built of more serviceable material than cloth, namely, wood and brick. Mr. Tinkham, in his history, remarks that it is unfortunate for the architectural beauty of Stockton, that brick-making was commenced here so early; for the unsightly brick structures of the early period still remain, the owners waiting for time to destroy them, which is too slow. The first bricks used in Stockton, however, were brought around Cape Horn from Plymouth, Massachusetts, on the bark Yeoman in 1849, by William Saunders. The chimney in the old Weber residence is built of this brick. Brick-making commenced when the article was in great demand, and several yards were also started by Canfield, Day & Merrill.

The property holders on Mormon slough endeavored to build up that part of the city, and in 1852 asked the council to build a bridge across their slough. The Center street merchants naturally wanted the bridge on their street, and of course the Hunter street merchants desired it on theirs. The channel being narrower at Center street, the bride was built there by a private subscription of $4,800; but the flood of 1862 swept it away.

In 1852 the Legislature gave Allen & Burnham the exclusive right to establish telegraph lines from San Francisco, Sacramento, Marysville, Stockton and San Jose. A company was formed, and stock was issued to the amount of $150,000. The lines were completed in 1854, and also a line between Stockton and Sonora. The telegraph office in Stockton was first at the Weber House.

PIONEER RUFFIANISM.

The following paragraphs are from Thompson & West's History of San Joaquin County:

On the 1st day of January, 1848, there transpired an event in Stockton, which was the beginning of a class of crime that afterward became so common that it was hardly noticed; it was the beginning of a change. It was the deliberate killing of James McKee by B. K. Thompson, by shooting him to death, while rowing a boat on Stockton channel. The murdered man was buried near an oak tree, where the Presbyterian church now stands. Thompson was a gambler, and had killed three men before coming to Stockton. Captain Weber procured his arrest, and had him taken before St. Clair, an alcalde at Sutter's Fort, for trial, where he was cleared. The feeling became too strong against him in the embryo city, and he, in company with a small party, started for the States, overland; and, while camped on the Sweetwater, he had a difficulty with one of the party by the name of Robert Tagart, a nephew of Dr. Isbel, who shot him dead, and the man was left there where he had fallen, untouched and unburied to become food for the coyote and buzzard.

There was a full supply of gambling houses and saloons, while the incidental unpleasantness, which was a necessary accompaniment, was a frequent occurrence. It was on the 9th of October, shortly after the hanging of Mickey Lyons and Red Davis, that John Tracy, a gambler, after attempting to kill a teamster called "Texas," at the store of Grayson & Stephens, went to the United States Hotel and chalked a line on the floor, saying he would kill any man

who crossed it. Dennis Mehon, a drunken ex-soldier, staggered across the line, and was shot dead by Tracy for doing so; yet Tracy was not punished. The ruffians had been carrying a high hand in the town; committing all sorts of outrages, when there occurred, in September, an event that aroused the better class of people to make a determined stand for order and protection.

When the "hounds" were driven from San Francisco, several of them took up their abiding place at Stockton, where they continued their lawless practices. Among the number were Mickey Lyons and Red Davis, who, in connection with another companion, whose name was never known, attempted to rob a man in Stockton; who, being aroused, got up, and went to the door, with a revolver in his hand, when he was shot and killed. The murdered man's wife recognized Mickey Lyons and Red Davis at the time, and the next day made complaint. Lyons was arrested, tried before George G. Belt, who was alcalde, condemned and hung the same day, Davis making his escape.

The following extract from a letter written by John Doak, who was one of the participants in the affair, best describes the circumstances and incidents of the crime and the punishment:

"Red Davis, Mickey Lyons, and another man, whose name I did not learn, undertook to rob a man whose name I have forgotten, who heard them, got up, and went out with pistol in hand, and Mickey said they had to shoot him to prevent him from shooting them; the woman came out as her husband was shot, and recognized Mickey Lyons and Red Davis. Mickey was arrested the next day and tried, condemned and hung. Red Davis had fled. There were parties sent out to different places, with a view to finding and bringing him back to Stockton.

"Three parties, of whom I was one, were sent to San Jose. We found a man of his description had been there, and started for Santa Clara. We went to Santa Clara, and found he had put up at a Spanish house. We told the woman we were his friends, and wanted to see him on important business, and to say to him to stay at her house till we came back, the next day. We intended to return to San Jose, but surround the Spanish house before morning, and, if he lodged there, see that he did not escape. While riding along the road towards San Jose, we observed a man dodging into the mustard, as we turned a corner. We immediately put spurs to our horses and dashed up to the spot, where we saw the party disappear from the road; he had secreted himself, thinking we had not observed him, and we should have ridden over him had he not risen up. He said he would give up his money. We replied that we did not want his money, but wanted to see who he was. He asked us who we were looking for, and we said, Red Davis. He replied that he was not the man, but was a lumberman, working in the Red woods, and, thinking we were robbers, had secreted himself in the mustard; saying that if we did not want his money, he would go on to his work; but we compelled him to go to San Jose, and there recognized him as Red Davis; for it was late at night when we took him. He had a fair trial, and was hung at Stockton. He confessed on the gallows that he had murdered three other men in New Orleans and other places."

These were the first men hung in the county.

There seems to be some confusion, originating probably in a little fiction somewhere, relating to one or two Mickeys. Rev. James Woods, the first Presbyterian minister here, relates in his "California Recollections" that he was called upon to officiate in a spiritual capacity at the execution of one "Mickey," promising him that he would never reveal his true name, which promise was faithfully kept to the end of his life.

A pioneer a few years ago published in the *Independent* the following romantic account of "Mickey Free," an odd genius of 1849 who was always ready for a joke,—always ready for perpetrating a joke upon friend and foe alike, and upon strangers as well as acquaintances.

He was around town one day chatting and

drinking with the jolly fellows, when some one asked him to walk up Center street. He assented, and in the course of their rounds he visited the house of a Spanish woman. Feeling playful as ever, he capered about considerably, and after he left, the woman missed over $300 in money from her room. She gave the alarm and soon Mickey was suspected and arrested. Grand larceny was then, under the old Mexican law, punishable by hanging. Mickey laughed heartily as the warrant was served on him by the sheriff, believing the boys were simply perpetrating a practical joke upon him. Even when the handcuffs were being clamped about his wrists and the cold steel chains were seen to dangle from his arms, he remarked, "It's a pretty good joke, boys: damned if it ain't." He was confined in the prison brig, and he still considered it a joke.

The people here in those days felt very indignant toward a man who dared to steal, considering such a one as bad as a murderer; and soon crowds began to assemble in front of the saloons and discuss Mickey's vile act in having robbed that poor woman. "Hanging was too good for him;" and before twenty-four hours had elapsed the feeling was awfully stormy against him. Although one good-hearted citizen, Deputy Sheriff Shoemaker, thought Mickey was innocent, the people had their minds made up that he was guilty. Shoemaker conceived a plan for the escape of Mickey, who had now been in jail two days. The prisoner's fare was the same as that of the other prisoners; he was deprived of the privilege of even looking out upon the water, and the guard was most strict with him; yet all this strictness he regarded as evidence that all hands were playing their parts well and that he was the victim of a "huge" joke.

Night came, and beneath an oak tree near by stood a fleet-footed mustang, saddled and bridled, with a pair of bright new Mexican spurs hanging from the horn of the saddle. A man stepped lightly on the gang-plank, and after after conversing a few moments with the guard was admitted to the hold of the brig. Mickey was asleep, his hands still bound. "Mickey," said the visitor, "the feeling has risen to a terrible pitch in your case and the people are determined to hang you. Here, let me take off these handcuffs;" and, suiting the action to the word, the visitor removed the irons. "Turn out there," continued the speaker; "under that tree stands a horse and saddle; go, mount it, and may God lend speed to its hoofs until you are safely away from the mob."

Mickey laughed and said, "You are playing this joke mighty well." "It's no joke, man," rejoined the visitor; "for God's sake, take advantage of the opportunity and save yourself." "That's all right, old boy; you play it well, but I'll play it back on you some time," said Mickey, as he smiled knowingly at Shoemaker. "Oh, man!" returned the latter, "have you no family, no mother, no one whom you would like to see, some one whose heart would be broken should you be hanged? I will give you my word of honor as a man, it is no joke; it is a cold reality. They believe you guilty and will give you no show. Oh, man! don't be a fool, but take the horse." Mickey laughed heartier than ever.

"Well, I dare say if you don't make a first-class minister, Shoemaker."

All entreaties, all explanations were of no use; he would believe nothing only that it was a huge joke. It was now dawn, and Shoemaker, with a heavy and sorrowful heart, took the pony and left the premises, which now became as quiet as death, except Mickey's snoring in contented sleep, which was soon induced by his "knowledge" that it was all a joke.

About ten o'clock or after, Mickey was led before the alcalde, Judge Belt. As he was led through the throng he remarked to some that it was a "damned good joke." The trial developed strong circumstantial evidence against him, and when he was asked to testify in his own behalf he only laughed and said it was a mighty good joke. A profound silence prevailed about the court (which was in a tent) as the judge commanded Mickey to stand up. Men whose hearts were never chilled by the mountain frosts

stood still with pallid lips, painfully expecting the awful doom. Shoemaker, with his face hidden in his hands, leaned against a door-post weeping like a child, while the judge gasped for breath as he proceeded, "Mickey Free, you have been found guilty of a crime the nature of which you now fully understand. It is punishable by death. Have you anything to say why sentence should not be passed upon you?" "Oh, you play your part well, too, Judge; go on," grinningly answered Mickey. "I will sentence you," continued the judge, "to be hanged by the neck until you are dead, dead, dead; and may God have mercy upon your soul!"

The court then fixed the day of execution and Mickey, smiling and winking was marched back to the brig. People talked of his "nerve." "Isn't he a hardened criminal!" exclaimed some. Others remarked, "He won't think it's such a joke to steal the poor woman's money;" but Mickey seemed not to hear these remarks. The day of execution arrived. Beneath the tree where the pony brought for his flight had stood was a rough, black box, its lid partly removed and its inside exposed, just his size. From one of the limbs hung a rope, at the end of which appeared a slip-noose. A breathless silence again prevailed throughout the multitude assembled as they saw Mickey led down the gang plank by the sheriff. By this time it was noticed that his cheeks were pale; and as his eyes caught sight of the ugly box a shudder seemed to seize him. He glanced at the noose, and while the officers were tying his hands behind him a forced smile of mendacity crept over his face as he remarked, "Boys, you are playing this thing well; but ain't you carrying this joke out too far?" It was not till then that the throng began to realize the true state of affairs. Mickey was lifted up into a wagon, the noose was placed around his neck, and before any one had recovered himself sufficient to speak a word in his behalf the body of the unfortunate man was seen dangling and twitching beneath the oak!

The "prison brig" used in 1849 was a vessel that had been abandoned as a means of transportation. It was subsequently placed in the Mormon channel, where in the course of time it was washed to pieces by the floods.

An early traveler, after visiting Stockton in 1849 or '50, says: "I witnessed while in the town a summary exhibition of justice. The night of my arrival, three negroes, while in a drunken revel, entered the tent of a Chilian and attempted to take undue advantage of a woman there. Defeated in their base designs by her husband who was fortunately within call, they fired their pistols at the tent and left. Complaint was made before the alcalde. Two of the negroes were seized and identified. Witnesses were examined, a jury summoned and verdict given without delay. The principal offender was sentenced to receive fifty lashes, and the other twenty; both to leave town within forty-eight hours under the penalty of death. The sentence was immediately carried into execution. The negroes were stripped, tied to a tree standing in the middle of the principal street, and in the presence of the alcalde and sheriff, received their punishment. There was little of that order and respect shown which should accompany the administration of impromptu law. The bystanders jeered, laughed and accompanied every blow with coarse and unfeeling remarks. Some of the more intelligent professed themselves opposed to the mode of punishment, but in the absence of prisons or effective guards could suggest no alternative."

During the same period a scape-grace assuming a stylish manner came to Stockton and ingratiated himself into the favor of David S. Terry and others. George G. Belt was among the first to discover that he was a bad character and announced his knowledge of the fact to some parties, which aroused Terry's indignation, as he still thought Roberts an honorable man. The latter, through Terry, challenged Belt to a duel, which was accepted. The appointed time for the affray having arrived, the seconds clandestinely loaded the pistols blank, and the firing of course took no effect. Before reloading, ex-

planations were made which led to a compromise and even friendship.

Judge Belt in 1852 moved upon the Merced river, and while a resident there he was killed here in Stockton on Center street, about 1870, by a man named Dennis. The latter was convicted of murder and sent to the State prison, where he died. Roberts was afterward killed while in the act of committing robbery.

The heart of kindness and the soul of principle that often underlie a rough exterior, so characteristic of the early Westerner, are well described in the following poem, composed by Judge J. G. Swinnerton and read by him before the San Joaquin Valley Pioneer Society at their banquet on Admission Day in 1884:

PIT RIVER BILL.

Yes, just as you say. He's as rough as a bear;
He's all that you most would dislike.
He swears like a pirate, gets drunk as an owl,
And speaks in the purest of Pike.
His manners are bad and his morals are worse,
I'll agree—paint him black as you will;
But while I've a roof-tree to cover my head
There'll be quarters for Pit River Bill.

In the dead hours of night he comes staggering in
Smeared with mud from his boots to his head;
He ruins my carpets, leaves trails on my stairs,
And camps down on my daintiest bed.
Next day he wants drugs, a physician, and, worse,
Says he thinks he has "liver complaint;"
And the uproar he makes with his call-bell upstairs
Would awaken the wrath of a saint.

He asks me for money "to buy some new clothes:"
He'll get drunk on it, that I well know.
He'll buy clothes, but he'll order them all charged to me:
With the money he'll "go on a blow."
He has done it for years, and you think it is strange,
When I know every point in his game,
That I feed him and clothe him and bear with the faults
Of this savage whom nothing can tame.

Well, it is rather strange; that I'm bound to confess;
You cannot understand it, I fear,
For no tenderfoot ever could quite comprehend
A genuine old pioneer.
But I'll tell the story—'twill do you no harm,
Though it do you no good to be told—
A short reminiscence from out the great book,
Yet unwrit of the brave days of old.

In '50 it was. We had got here at last,
Tired, hungry, and all travel-stained.
All our weak ones had died, all our cowards turned back;
The true Argonauts only remained.
We were told that Pit River had placers so rich
We could gather up gold by the ton;
So we went there and took up a claim on a creek
And gave it the name of Gold Run.

What happened us thro' that late summer and fall,
Would be useless and tedious to tell;
Late and early we toiled, but we had a good claim,
And our labor was paid more than well;
But the snow fell too early, and then we soon learned
After all gold is not everything;
Every trail was snowed up, and the great question was
How to keep off starvation till spring.

There were four of us then, but one day Old Kentuck
Took his rifle and said: "Boys, see here,
Thar's a clearin' up thar jist arisin' the hill,
And the place it looks likely for deer."
Half way uy the mountain he waved us adieu
And shouted: "Now keep up the fire;
If I ain't back by night an' I don't bring a buck,
Put Old Kentuck down for a liar!"

Night came, but not he. The next day we turned out,
But the snow fell and covered his track;
Three went out to seek him, but Bill and myself
Were the only ones ever came back.
I've been told that next spring, when the snow melted off,
High upon that mountain were found
Two bodies, two guns, and the bones of a deer
Lying all in a heap on the ground.

Sad enough we two lived while the days dragged along;
How we managed I never quite knew;
We killed a few beaver, some deer and a bear
And so stood the winter through.
When at last the spring came we prepared to go home,
Fondly hoping to rough it no more;
But the Indians came down on us, and then we learned
That we'd never seen trouble before.

It was this way. One day we collected our gold,
A bountiful, glittering pile.
"Now," said Bill, "we'll go home; no more mining for us;
We'll be rich and sport dead loads of style."
Then we heard a loud yell up the cañon, and knew
Something better than gold we must save;
So we caught up our rifles and knives and we ran
Down the cañon and hid in a cave.

From in there we made the best fight that we could;
We could see out and had a few rounds
Of powder and ball, and when a gun spoke
A Lo sought the glad hunting grounds.
Just at dark they drew off and Bill whispered to me:
"Our powder is just about done;
They've gone after wood and they'll soon smoke us out;
So, young fellow, we've got to run."

Run! Shot through one arm and again through the leg,
Much running was I fit to do;
Bill might get away if alone, but with me
His chances were desperately few.
So I said: "Bill, old fellow, they're going to get me,
And I don't want to be burned, you know,
So give me a bullet right straight through the heart,
Then scalp me, and get up and go."

His reply wasn't pious, refined or polite;
You'll be shocked when you hear it, no doubt;
He rose to his feet and assisted me up,
And as he did so, blurted out:
"To h—l with your nonsense! Come on out o' this;
Leave the rifles, but stick to the knives;
They may overhaul us, but if they do that
We must get what we can for our lives."

Then down the dark cañon we ran till I fell
And Bill took me upon his back,

And that ice-cold snow-water he waded all night
To throw the red devils off track.
That's all I remember, and little enough
I ever could get Bill to say;
But I know that he made a long, dangerous trip,
And he carried me all of the way.

We walked down to town, and Bill found me a room,—
He called it our new prospect hole;
He worked by the day to pay doctors and rent,
And my food I'm afraid that he stole.
'Twas a long, weary time, but I grew strong again,
And now, as you see, am all right;
But Bill will take with him down into his grave
The marks of that horrible night.

Poor Bill! He belongs to an age that is past;
He's awaiting the messenger grim;
But for me he has bluffed Death's four aces and won,
And I am not going back now on him.
He's a drunkard, I know; he's a sinner, I guess;
He'll never be saintly, but still
I believe over there, where accounts are squared up,
There'll be some place for Pit River Bill.

Pit River in northern California was so named in regard to the numerous pits which early prospectors had dug along its course.

COUNTY GOVERNMENT.

CHAPTER V.

THE RUSH OF IMMIGRATION.

IT is well to open this chapter with a glance at the situation in regard to the peculiar manner in which at first only one in several thousand of the great storm-cloud of immigrants dropped down upon any locality within this portion of the valley a sufficient length of time to be termed a settler, and soon afterward settled down like hail, especially at Stockton, the center of business, while the southern mines were the center of excitement.

At the beginning of 1849, outside the limits of Stockton, the only permanent residents in the county were Bonsell, Scott and Doak at their ferry, and at Staples' ferry, if any, there were three or four men. There was not a woman or child in the county outside of Stockton. Dr. I. C. Isbel, though still claiming his location and having some stock running at large, was not at that time living within the present county limits. And yet, before this famous year closed, Stockton had obtained the name of the Linen City, while nuclei of villages were indicated at the several ferries, midway taverns, etc.

During the first year or two of the gold-mining excitement it seemed that the men cared more for gold than the alleviation of human suffering or the saving of life among their neighbors, even when the cases of distress came under their own immediate observation. The dead were buried where they expired, and the sick were often abandoned altogether. Of course they had excuses for such indifference to human suffering,—among them the plea that the person needing assistance might be a convict, a thief, or a murderer, as persons of that character were plentifully intermixed with the better class of immigrants.

Among the noble exceptions to this awful rule of indifference was Dr. Grattan, who, upon observing this condition of things, erected a hospital in Stockton, to allay, so far as lay in his power, the sufferings of the friendless unfortunates whose condition left them without resources or hope of assistance. In this enterprise he expended most of the money he had accumulated by hard labor in the mines; and many a man in the early days owed his life to the benevolence of this gentleman.

A number of years ago, while the Doctor was taking a pleasure trip in the mountains, he came to a mining camp, where, one day, he was abruptly accosted by a stranger, who called him by name, and, grasping his hand, burst into tears. The Doctor was astonished at this strange proceeding, doubting the man's sanity for a time, but soon learned that the stranger was a person whom he had found lying sick in the streets of Stockton, and had taken upon his back, carried to his hospital, and saved his life. "Cast thy bread upon the waters, for thou shalt find it after many days."

In 1852 Stockton was so unfortunate as to receive a visit from the cholera scourge; and the mortuary returns for that year exhibit a death list of fifteen from that cause alone, Dr. Grattan's wife being one of the victims. In the same report is registered seven deaths from small-pox and one from measles. Outside of that class of diseases the death list is very large. Fifteen are reported as having died of consumption, five of delirium tremens and three of gunshot wounds.

ORGANIZATION OF THE STATE.

In 1849 the immigrants of California desired a State government sooner than Congress could go through the routine of providing for it. In the spring a petition was presented to General Bennett Riley, then in command of the United States forces in California, asking him to call a convention of delegates to provide for a form of State government. He obtained permission from the War Department to act as civil governor of the territory, thereby discontinuing his military function. In this new relation he issued a proclamation, June 3, that year, to the people, providing for a delegate convention, appointing the 1st day on the coming August as the day on which the delegates, alcaldes and judges of courts of the first instance, were to be elected. For this purpose he declared voters all American citizens over twenty-one years of age and all those Mexicans who had been driven from Mexican soil for aiding the Americans. Dividing the territory into ten districts, he ordered a special election to take place August 1, at which time the people should not only choose the delegates but also judges, alcaldes, prefects, sub-prefects and all other officers to serve under existing laws until January 1, following, when officers under the constitution would be ready to serve.

THE SAN JOAQUIN DISTRICT

comprised all the territory south of the Cosumnes river lying between the Coast Range and the Sierra Nevada mountains. The election, however, did not take place until the 16th of the month, and by this time the population had so swelled with an unexpected rapidity that this district was entitled to fifteen delegates, instead of four, as had been calculated. The people elected fifteen, but only the following six took their seats in the convention, as the others were too greatly pre occupied:

NAME.	AGE	NATIVITY.	RESIDENCE.	PROFESSION.
J. McH. Hollingsworth	25	Baltimore	3 yrs.	Lieut. of Vol.
O. M. Wozencraft.	34	Ohio	4 mos.	Physician.
Thomas L. Vermeule	35	N. J.	3 yrs.	Lawyer.
B. S. Lippincott	34	N. Y.	3½ yrs.	Trader.
B. F. Moore	29	Florida	1 yr.	Leisure.
J. M. Jones	25	Ky.	4 mos.	Lawyer.

The following were elected but did not attend: C. L. Peck, S. Halley, M. Fallon, B. Ogden, G. A. Pendleton, J. Ford, B. L. Morgan, Colonel Jackson and Walter Chapman. Out of a total of seventy-three delegates elected to the convention, only forty-eight claimed their seats.

At the election Francis D. Clark and George Kerr rode over the country east of town for ten or twelve miles out, carrying the ballot-box with them on horseback, and thus a full vote was polled throughout that section. Miners at camp were not merely accepted without much ceremony, but were hunted down and captured by the ballot-box on horseback. The defeated candidates objected to this method of taking the vote, however, and were so sore-headed over their defeat that they had warrants issued for the arrest of Clark and Kerr. Clark accidentally had left the city in time to escape the arrest, but Kerr was caught and taken before Dickerson, the prefect (who used to subscribe himself as "perfect"). The arrest was merely nominal, however.

When the convention assembled, September 1, 1849, at Monterey, Senator Gwin made a determined and obstinate fight for the admission of the eleven extra delegates, and won his point. This convention, remarkable for being composed mostly of young men who had had no experience in public affairs, finished its labors October 13, and right well was their work done. A great wonder was, the pro-slavery element did not attempt to put a slavery clause into the proposed constitution. On the 13th of the

next month the people at once adopted the constitution and elected State officers, and thus the machinery of State government was summarily but satisfactorily set in motion. Peter H. Burnett was elected Governor.

The senators first elected to the first Legislature from the district were the first four in the following table. March 2, 1850, W. D. Fair was elected to fill the vacancy caused by the withdrawal of Nelson Taylor.

NAME.	AGE.	NATIVITY.	RESIDENCE.	OCCUPATION.
David F. Douglass	29	Tenn.	1 year.	Wagoner.
Benj. S. Lippincott	35	N. Y.	3½ yrs.	Merchant.
Nelson Taylor	29	Conn.	2½ yrs.	Merchant.
T. L. Vermeule	35	N. J.	2 yrs.	Lawyer.
Wm. D. Fair	28	Va.	8 mos.	Lawyer.

A sketch of Douglass is given in our chapter on the Pioneer Society. Lippincott was elected to the Assembly in 1856. Taylor's seat was declared vacant in February, 1850. Afterward, in 1853, he was elected sheriff of San Joaquin County, and finally went East. Vermeule resigned April 16, to take the office of city attorney of San Jose.

The Assemblymen elected from San Joaquin were: B. F. Moore, R. W. Heath, D. P. Baldwin, J. F. Stephens, Chas. M. Creanor, I. S. K. Ogier, W. W. J. Van Benschoten and James C. Moorehead; but before the close of the session all these resigned except two. The vacancies caused by the resignations of the first three were filled by the election, in March, 1850, of John Cave, W. M. Shepherd, and E. B. Bateman.

The first Legislature met at San Jose, December 15, 1849, and on the 20th of that month General Riley by a formal proclamation delivered the civil government into the hands of the elected agents of the people; the newly elected governor, Peter H. Burnett, was inaugurated, and the machinery of the State government set in motion.

The canvas of the Senatorial returns throughout the Territory made the following exhibit of voters:

Sonoma	623	Monterey	465
San Francisco	6,159	San Luis Obispo	44
Sacramento	18,390	Santa Barbara	226
San Joaquin	10,582	Los Angeles	663
San Jose	544	San Diego	346

ORGANIZATION OF THE COUNTY.

By the division of the Territory of California into counties February 18, 1850, the "San Joaquin district was cut up into several such divisions, this county being bounded as follows: "Beginning at the junction of the San Joaquin and Mokelumne rivers, and following up the middle of said Mokelumne river to the mouth of Dry creek; thence up Dry creek, to the corner of Sacramento County; thence south to a point one mile north of Lemon's ranch; thence south to a point one mile north of Knight's Ferry, on the Stanislaus river; thence down the middle of the Stanislaus river to its confluence with the San Joaquin river; thence due southwest to the summit of the Coast Range; thence in a northwest direction, following the summit of said range, to the southern boundary of Contra Costa County; thence in a northeast direction, following the boundary of Contra Costa County, to the San Joaquin river; thence down the middle of said river to the place of beginning, The seat of justice shall be at Stockton."

April 25, 1851, the lines were corrected or explained by enactment. February 17, 1860, that southeast portion of the county known as the "Knight's Ferry district," containing about 140 square miles, was conveyed to Stanislaus County; and April 1, 1878, Staten Island, containing 9,194 acres, was added, leaving the county with its present boundaries, comprising an area of 1,451 square miles. Prior to 1878 Staten Island was alternately claimed by San Joaquin and Sacramento counties.

The first alcalde at Stockton was a man named Townsend; and he was succeeded in that office by George G. Belt, who had before him a suit at law as early as August, 1849. October 8, that year, he assumed the duties of "judge of the first instance," at which time Salisbury Haley was Clerk, Thomas B. Van Buren District Attorney and J. G. Marshall Sheriff,—all acting under a commission from Governor Riley. James R. Reynolds succeeded Judge Belt De-

cember 7, with L. T. Crane as Clerk and E. B. Bateman Sheriff.

March 2, 1850, the county was authorized to organize by election of officers April 1. The following were elected: Benjamin Williams, Judge; S. A. Booker, District Attorney; R. P. Ashe, Sheriff; A. C. Bradford, Clerk; A. A. Mix, Recorder; B. F. Whittier, Assessor; H. W. Aldin, Treasurer; Walter Herron, Surveyor; E. L. B. Brooks, Administrator; and J. B. Clements, Coroner. No poll list was kept at this election; voting was conducted with great irregularity. In the Isbel district, on the Calaveras, the hat of A. W. Brush was the ballot-box, and the owner of the hat was judge of election, Fred Staples being clerk. Mr. Brush says, "everything voted," and the count at night disclosed fifteen votes. In the afternoon Mr. Staples concluded that he wanted to attend a rodeo, and consequently left Brush to make out the returns, count the votes, etc., signing them when he returned from the rodeo ground.

It would seem that matters did not improve much for several years, for, at the election precinct called the Blue Tent, in 1852, it was found that two tickets had been folded together and deposited as one vote. When the count was made after the polls had closed, the tickets were discovered in the condition they had been voted; whereupon a division of sentiment arose as to the right to count both tickets, and a proposition was made for the judge and inspector to play a game of "seven up" to decide the question; the game proceeded, the judge defeated the inspector, and the two votes were counted!

Until after the second city election in Stockton there had been no excessive irregularities; but, at a special election held that year, to fill vacancies caused by the resignation of Aldermen Gillingham, Shurtleff, Boors and Colt, and City Attorney, H. A. Crabb, things were decidedly mixed. These gentlemen had resigned because of a feeling created in the city by a tax of $2 per ton on merchandise, levied by the council. On the evening of the election (none of the parties having resigned being canadidates for re-election), upon counting the vote, everyone was astonished to find that the old officers were re-elected by a large majority, and no one was more surprised at the result than the persons elected. It seems that some ward politicians from Eastern cities had selected Stockton as their abiding place, and, as a "lark," to show the Stocktonians how it was done in some other places, had stuffed the ballot-box, having no other object in doing so than to have some fun at the expense of the public. The election was declared void, and a new one called for the 17th of October, 1852; at which time a regular poll list was kept.

COURT OF SESSIONS.

The Legislature provided for the organization of what was called the "Court of Sessions" as early as April 11, 1850. This body was to transact all the business which had been before done by the alcaldes and also that which is now done by the Board of Supervisors. It consisted of a county judge, and two associate justices chosen by the justices of the county from among their number. Benjamin Williams, being at the time judge of the court of the first instance, became by election judge of the Court of Sessions, and organized the court June 3, 1850. The associate justices were Harrison Amyx and O. C. Emory.

This court, being authorized by law to assess taxes, levied a tax on all merchants, brokers, owners of hotels, etc., for the purposes of creating a county fund. These classes of business men, being notified that they must "take out licenses," were thus aroused into opposition. They met July 18 and passed resolutions declaring that they would resist such orders even to the shedding of blood; but a second thought hinted to them that the natural laws of business were such that these expenses could easily be spread out upon the people generally by raising the prices on their goods, and they therefore calmed down.

The first capital execution ordered by the Court of Sessions was that of George Baker,

who had been convicted of murdering George Turner. Both parties were intoxicated at the time of the commission of the crime, which was by stabbing. Baker, twenty-two years old, was hanged March 29, 1851, near the present location of the Franklin School building.

At the same session of the court at which Baker was tried, two atrocious criminals were acquitted. One of these was Joe Moliere, a boy of fifteen, who it is supposed had killed a man for a debt. Extraordinary efforts were made by the lawyers and he was finally acquitted. This created a storm of indignation, and it was amid the raging of this storm that "Mickey" had his trial. Public feeling seemed to demand a victim, and the lot fell upon "Mickey," and he was accordingly executed.

April 10 the Legislature passed an act authorizing San Joaquin County to levy a tax to build a court-house; and the Court of Sessions, sitting June 25, Benjamin Williams, judge presiding, ordered that one-quarter of one per cent. be assessed on each $100 worth of taxable property for the purpose of erecting a court-house; also one-quarter of one per cent. on each $100 worth of taxable property for the expenditures of the county for the present year; also the sum of $5 on each taxable poll in the county for county purposes. This was the first county tax levied.

On the docket, under the date of June 26, we find the following list of ferries and charges for licenses to keep the same for one year:

Davis & Atherton Ferry—Calaveras river	$100
Knight's Ferry (Dent, Vantine & Co.)—Stanislaus river	300
Heath & Emory's Ferry	200
Cotton's Ferry	200
Islip's Ferry	200
Boland's Ferry	150
Clark & Sissy's Ferry	150
Ferry at San Joaquin City—San Joaquin river	250
Doak & Bonsell's Ferry—San Joaquin river	500
Weston & Staples' Ferry—Mokelumne river	250
Benedict's Ferry—Mokelumne river	150
Lower Bar Ferry—Mokelumne river	150

On the same day, June 26, the court authorized the establishment of the following ferries: William Atherton and David A. Davis, on Calaveras river, at Falls ranch; James Boland, on Stanislaus river, four miles below Islip's Ferry.

One of the peculiarities of the pioneers was their deference to women, which was strongly exhibited in Stockton by the following order of the court, made July 9, 1850:

"It is ordered that the county attorney be, and he is hereby instructed, to commence no proceedings against any females who are vend ing, or shall hereafter vend, without license, goods, wares, or merchandise, or who shall exercise any useful trade or business within the limits of San Joaquin County."

The election precincts throughout the county were first established by this court, October 8, 1850, as follows:

"It is ordered that the places hereinafter designated be established as election precincts in and for the county of San Joaquin: In Township No. 1, the city of Stockton. In Township No. 2, San Joaquin city. In Township No. 3, Staples' Ferry, Emory's Ferry, and Knight's Ferry. In Township No. 4, Williams & Atherton's ranch and Weston & Staples' ranch."

The following is a list of the members of the court during the ten years of its existence:

COUNTY JUDGES.	ASSOCIATE JUSTICES.
Benjamin Williams	H. Amyx, O. C. Emory.
O. C. Emory	J. K. Shafer, B. G. Weir.
William Root	J. K. Shafer, B. G. Weir.
O. C. Emory	J. K. Shafer, B. G. Weir.
A. G. Stakes	B. G. Weir, A. C. Baine.
A. G. Stakes	A. C. Baine, J. J. Drummond.
A. G. Stakes	R. W. Noble, G. B. Douglass.
J. K. Shafer	R. W. Noble, G. B. Douglass.
J. K. Shafer	J. Jenkins, A. G. Brown.
George W. Tyler	A. G. Brown, H. R. Porter.

The amendment to the constitution in 1862 abolished this court. In 1855 a board of supervisors was created for the county's government, and a portion of the duties of the Court of Sessions were devolved upon them.

Following is an interesting and useful table, giving the legislative and judicial officers of and for this county, and also the principal executive officers, from the earliest date to the present. For the sake of convenience, the years given are made to represent proximately the time of service, or the date of election. Since 1880 the elections have been held (according to the new constitution) in November; previous to that time the regular local elections were held during the first week of September, excepting the following: 1850, election held April 1; 1852, November 4; 1856, November 4; 1860, November 6.

SENATORS.

1849—D. F. Douglass, B. S. Lippincott, T. L. Vermeule, Nelson Taylor and W. D. Fair.
1851–'52—T. B. Van Buren.
1853–'54—H. A. Crabbe.
1855–'56—Wm. H. McCoun.
1857–'58—A. R. Meloney.
1859–'60—G. W. Dent.
1861–'62—F. M. Warmcastle.
1862–'63—C. H. Chamberlain.
1863–'66—Samuel Myers.
1863–'67, 1871–'78—George S. Evans.
1867—J. E. Perley.
1869—N. M. Orr.
1877—F. M. Brown.
1880—A. T. Hudson, and B. F. Langford to the present.
1883–'86—F. T. Baldwin.

ASSEMBLYMEN.

1849—B. F. Moore, D. P. Baldwin, E. B. Bateman, I. S. K. Ogier, J. Stewart, C. M. Creanor, R. W. Heath, W. M. Shepherd, J. C. Morehead, J. T. Stephens, J. W. Van Benscho ten and John Cave.
1851—F. Yeiser and W. C. McDougall.
1852—R. P. Hammond, F. Yeiser and H. A. Crabbe.
1853—M. P. Halley, F. Yeiser and Samuel Knight.
1854—T. J. Keyes, A. C. Bradford and J. Stemmons.
1855—T. J. Keyes and D. F. Douglass.
1856—B. G. Weir and G. W. Hunter.
1857—Thomas Jenkins and T. J. M. Aull.
1858—A. G. Stakes and G. C. Holman.
1859—G. C. Holman and Thomas Laspeyre.
1860—Thomas Laspeyre and W. L. Campbell.
1861—Thomas Laspeyre and L. R. Bradley.
1862—John Thompson and S. Myers.
1863—T. J. Keyes and S. Myers.
1863–'64—E. H. Allen and J. E. Perley.
1865—C. H. Chamberlain and W. E. Greene.
1867—L. J. Morrow and Warner Oliver.
1869—J. S. Thurston and C. G. Hubner.
1871—R. C. Sargent and F. J. Woodward.
1873—Samuel Meyers and A. C. Paulsell.
1875—R. C. Sargent, John Patterson and Martin Lammers.
1877—R. C. Sargent, R. B. Thompson and Samuel Myers.
1879—W. R. Leadbetter, E. McIntosh and H. J. Corcoran.
1881—John Patterson, R. C. Sargent and C. C. Paulk.
1883—C. S. Stephens, J. W. Kerrick and Samuel L. Terry.
1885—H. J. Corcoran and F. J. Woodward.
1887—J. R. Henry and J. D. Young.
1888—R. S. Johnson and John McMullen.

COUNTY JUDGES.

1850—Benj. Williams.
1851—O. C. Emery, H. T. Booraem and W. A. Root.
1852—O. C. Emery and A. G. Stakes.
1853–'57—J. K. Shafer.
1861—G. W. Tyler.
1863—H. B. Underhill.
1867—W. E. Greene.
1875–'80—W. S. Buckley.

DISTRICT JUDGE.

1873–'80—S. A. Booker.

SUPERIOR JUDGES.

1880–'85—W. S. Buckley.
1880–'86—A. Van R. Patterson.
1885—J. G. Swinnerton.
1886–'88—F. T. Baldwin.
1888—Joseph H. Budd.

Patterson resigned in 1886, having been elected to the Supreme Bench of the State.

DISTRICT ATTORNEYS.

1849—T. B. Van Buren.
1850—S. A. Booker, J. K. Shafer, and E. L. B. Brooks.
1851—C. C. Gough.
1852—James Anderson and W. W. Porter.
1853—William Robinson.
1854–'55—O. L. Bridges.
1857—T. T. Bouldin.
1859—J. G. Jenkins.
1861—H. B. Underhill.
1863—J. C. Byers.
1865–'67—E. S. Pillsbury.
1869—W. S. Montgomery.
1871—E. S. Pillsbury.
1873—A. W. Roysdon.
1875—J. A. Hosmer.
1877—W. L. Hopkins.
1882—S. A. Booker.
1884–'88—Ansel Smith.
1888—Avery C. White.

COUNTY CLERKS.

1849—S. Haley, L. T. Crane and N. McEachem.
1850–'51—A. C. Bradford.
1853—G. B. Claiborne.
1855—John W. O'Neal.
1857–'59—E. M. Howison.
1861–'63—H. E. Hall.
1865–'67—H. T. Dorrance.
1869—Aug. Munter.
1871–'73—George Tilghman.
1875—John Wasley.
1877–'81—H. W. Weaver.
1882–'90—Charles W. Yolland.

RECORDERS AND AUDITORS.

1850—A. A. Mix.
1851—C. A. Ward.
1853—L. Irelan.
1855—George A. Shurtleff.
1857–'59—William H. Geddes.
1861–'65—R. E. Wilhoit.
1867—L. E. Yates.
1869—M. W. House.
1871—S. S. Burge.
1873—C. T. Elliott.
1875–'77—Charles Grunsky.
1882—George H. Hargrave.
1884—Walter E. Bidwell.
1886–90—Joseph F. Moseley.

SHERIFFS.

1849—J. G. Marshall, S. C. Bunker and E. B. Bateman.
1850–'51—R. P. Ashe.
1853—Nelson Taylor.
1855—George Webster.
1857–'59—J. W. O'Neal.
1861–'63—T. K. Hook.
1865—C. C. Rynerson.
1867—F. Mills.
1869—G. H. Castle.
1871–'90—T. Cunningham.

ASSESSORS.

1850—B. F. Whittier and O. R. Taylor.
1851—J. B. Pittman.
1852—J. McNish and A. H. Brooks.
1853—S. A. Hurlbut.
1855—Thomas S. Strout.
1857—H. Grissim.
1859—William H. Neal.
1861—J. M. Long.
1863—W. R. Stamper.
1865—William H. Smith.
1867–'71—C. H. Covell.
1873—I. V. Liffler.
1875–'82—C. R. Ralph.
1886–'90—O. F. Atwood.

TREASURERS.

1850—H. W. Alden and H. T. Booraem.
1851–'55—S. H. Brooks.
1857—E. F. Jones.
1859—M. A. Evans.
1861–'65—J. M. Kelsey.
1867–'69—H. S. Sargent.
1873–'75—M. S. Thresher.
1877—Fred. M. West.
1882—Louis Gerlach.
1884–'88—Charles H. Keagle.
1888—J. W. Kerrick.

SUPERINTENDENTS OF SCHOOLS.

1853—S. A. Hurlburt.
1855—T. S. Strout, William G. Canders and George S. Verrill.
1856–'57—E. W. Hager.
1859—L. C. Van Allen.
1861—C. Collins.
1863–'67—M. Cottle.
1871—W. R. Leadbetter.
1873—T. O. Crawford.
1875–'77—S. G. S. Dunbar.
1882—J. A. Sollinger.
1886–'90—George Goodell.

SURVEYORS.

1850—Walter Herron.
1851–'53—J. S. Whiting.
1855—George E. Drew.
1857–'59—D. Beaumont.
1861–'63—George E. Drew.
1863—H. P. Handy.
1865—E. J. Smith.
1867–'71—John Wallace.
1873—C. M. Ritter.
1875—John C. Reid.
1877—H. T. Compton, Jr.
1882—William Lawrence.
1884—E. E. Tucker.
1886–'90—G. A. Atherton.

PUBLIC ADMINISTRATORS.

1850—E. L. B. Brooks.
1851–'52—T. S. Manley.
1853—M. A. Evans.
1855—John Haynes.
1856—L. Davis.
1857—J. W. Smith.
1859—H. S. Norcum.
1861—Alfred Blake.
1863–'69—Charles Belding.
1871—L. E. Lyon.
1873—J. Hennessey.
1875—L. E. Lyon.
1877—T. N. Moore.
1882—R. R. Reibenstein.
1884—A. M. Noble.
1886–'90—John Gambetta.

CORONERS.

1850—J. E. Clements.
1851–'53—C. P. Grattan.
1855—M. H. Bond.
1857—J. S. Skinner.
1859—A. L. Bours.
1860—J. L. Downing.
1861–'63—M. H. Bond.
1865—A. N. Blake.
1867–'69—M. H. Bond.
1871—D. S. Lord.
1873—J. Seamans.
1875—S. W. Ralph.
1877—A. N. Blake.
1882—John Gambetta.
1884—J. D. Young.
1886—C. S. Sargent.
1888—W. M. S. Beede.

SUPERVISORS.

The Legislature passed an act March 20, 1855, creating a board of three supervisors for this county, and an amendment to the State constitution in 1862 made such an arrangement uniform throughout the commonwealth. April 16, 1855, in pursuance of the act, Gilbert B. Claiborne, county clerk, S. A. Hurlbut, county assessor, and J. S. Whiting, county surveyor, divided the county into three supervisor districts, established election precincts, and appointed judges and inspectors of election. The

election was held May 7, and the first meeting of the board, held May 21 following, consisted of J. A. Tyler, chairman, C. W. Bradford and S. Williams. In October Bradford was succeeded by E. C. Kelly.

November 4, 1856, the election constituted the board with John Thompson as chairman, and J. D. Green and E. H. Allen as the other members.

September 3, 1857, J. D. Green, chairman, was elected for one year, E. H. Allen for two years, and P. A. Athearn for three years.

The above introduction gives the proper interpretation to the following catalogue, the election taking place in the autumn of the years named, and the first-named supervisor being afterward chosen chairman:

1858—E. H. Allen, P. A. Athearn, J. D. Green.

1859—P. A. Athearn, J. D. Green, D. W. Tullock.

1860—J. D. Green, D. W. Tullock, John Sanford.

That part of the county where Tullock resided was set off to Stanislaus County, thereby creating a vacancy in the board, which was filled by a special election, January 21, 1861, when E. H. Allen was chosen.

1861—John Sanford, E. H. Allen, Moses Severy.

1862—John Sanford, Moses Severy, John Tuohy.

1863—Moses Severy, John Tuohy, H. Thornlow.

1864—John Tuohy, H. Thornlow, Moses Severy.

1865—H. Thornlow, Moses Severy, J. F. Chase.

1866—Moses Severy, J. F. Chase, W. Canfield.

1867—J. F. Chase, W. Canfield, H. M. Fanning.

1868—W. Canfield, H. M. Fanning, J. F. Chase.

1869—H. M. Fanning, J. F. Chase, J. H. Hickey.

1870—J. F. Chase, J. H. Hickey, H. M. Fanning.

1871—J. H. Hickey, H. M. Fanning, J. F. Chase.

1872—H. M. Fanning, J. F. Chase, John Wasley.

1873 (law was changed with reference to the number of supervisors)—J. F. Chase, John Wasley, William Inglis, R. E. Wilhoit, R. Gnekow, William H. Fairchilds, B. F. Slater.

1874—John Wasley, R. E. Wilhoit, R. Gnekow, William H. Fairchilds, B. F. Slater, John A. McDougald, L. R. Chalmers.

1875—R. E. Wilhoit, William H. Fairchilds, B. F. Slater, L. R. Chalmers, John A. McDougald.

1877—R. E. Wilhoit, William H. Fairchilds, B. F. Slater, William Inglis, A. Shedd.

1879—A. Shedd, Louis Gerlach, John Archer, John Perrott.

1880—William Inglis, John Archer, Louis Gerlach, John Perrott, Levi A. Nicewonger.

1882—A. Leitch, William McK. Carson, D. C., Shepherd, Levi A. Nicewonger, William Ennis.

1884—A. Leitch, William McK. Carson, Levi A. Nicewonger, William Ennis, D. C. Shepherd.

1886—A. Leitch, William Inglis, Levi A. Nicewonger, William McK. Carson, Alex. Mayberry.

1888—A. Leitch, James Brown, William McK. Carson, Alex. Mayberry, James A. Shepherd.

The following table will be found convenient for reference, in comparing the foregoing accounts with what were more general in the State:

1849.

June 3.—Call by General Riley for a constitutional convention to be held at Monterey, Alta California.

August 1.—Election to elect delegates to the constitutional convention and also for the election of alcaldes and judges of the courts of first instance.

September 1.—Convention assembled at Monterey, and adjourned October 13, 1849.

November 13.—The election for the ratifica-

tion of the constitution was held, at which time members of the assembly were elected. The vote of this State was as follows: For the constitution, 12,064; against, 811.

December 15.—First Legislature met at San José.

December 20.—General Riley, by proclamation, delivered the civil government into the hands of the elected agents of the people, at which time the newly-elected Governor was inaugurated, and the machinery of the State set in motion.

1850.

February 18.—State divided into counties.

March 2.—Act passed authorizing the first county elections.

April 1.—First county elections held.

April 3.—San Joaquin County organized.

April 4.—Act passed giving this county one senator and two assemblymen.

September 9.—State admitted into the Union.

October 18.—News of the admission arrived on the steamer Oregon, the papers being in charge of General Bidwell.



POLITICAL.

CHAPTER VI.

A THOROUGH political history of any enterprising county that has had the population, experience and age that San Joaquin has had would be altogether too voluminous for a work of this kind, and therefore there are given here only a few of the most prominent points. The list of officers and legislators is given in the preceding chapter. The character of these public men, we are glad to say, has been considerably above the average. Less complaint is heard in San Joaquin County concerning her representatives and public servants than in any other municipality of the same extent and term of organic existence, probably, in the United States.

The reader, of course, will remember that prior to 1856 the two leading parties were the Democrats and the Whigs, with the tariff issue and *personnel* as the principal points of difference between them, and that the third parties, of a national character, were the anti-slavery, under its various names of Free-Soil, Abolition, etc., and the American or Know-Nothing. The two latter were so weak in numbers that they scarcely ever had a local ticket in the field, or committees to serve at all the polls even for the presidential nominees. The Know-Nothings, however, had several extraordinary local victories.

THE FIRST CONTEST.

In the first contest for mayor, in 1850, Samuel Purdy, a Northern Democrat, was opposed by David S. Terry, a Southern Democrat. Under the head of "New York," voted not only some of the Democrats, but also Whigs and Abolitionists, while under the banner of "Texas" the Southern Democrats voted for him who was afterward the leader of the Democracy in San Joaquin —the noted Judge Terry. The two wings of the Democracy united and on the 26th of April, 1851, organized the first political party in the county, by electing Samuel Purdy president, Nelson Taylor and Benj. Weir, vice-presidents, and Major R. P. Hammond, secretary. The object of the meeting was to elect delegates to the Democratic State convention to be held in Benicia. The following delegates were chosen: R. P. Hammond, S. A. Booker, J. E. Nuttman, Nelson Taylor, George Kerr, A. C. Bradford, R. P. Ashe, W. P. Root, and Dr. Reins. Then the Whigs organized and elected delegates to their convention in San Francisco. Both conventions met and nominated State officers. In the county conventions the Democrats subsequently nominated R. P. Hammond and W. W. Stevenson for the Assembly, and the Whigs, Dr. George A. Shurtleff, Henry A. Crabbe and John McMullen: the latter declined. Both platforms and men continued nervously to shift about, and at the State election of September 3, 1851, the county candidates were elected as Independents; but at the election in November following Stockton gave a Democratic majority of 129 votes.

By the year 1855 the American, or Know-Nothing party, had risen into prominence and carried the State. At the September election of that year this county gave 100 to 250 majority against the Democracy.

THE SAN FRANCISCO VIGILANCE COMMITTEE.

The dilatoriness and corruption of the courts led to the formation of a vigorous vigilance committee in San Francisco, whose policy and deeds revolutionized the politics of the State. May 14, 1856, James P. Casey, a delegate to the Democratic convention, shot James King of William, who died a few days afterward from the effect of the wound. The vigilance committee hung Casey from the second story of a window of their headquarters, along side of a murderer named Cora. The *Republican*, of Stockton, a Democratic paper, did not join in the popular clamor against the vigilance committee, and its course with reference to these matters precipitated a mass meeting in Stockton, which was enthusiastically attended by a majority of the citizens, who marched in procession through the principal streets. A month afterward political excitement again rose to fever heat, and David S. Terry, who had been elected judge on the Know-Nothing ticket, severely stabbed S. A. Hopkins, a vigilance officer in San Francisco, in the neck, on June 21. He was arrested and confined for two weeks, awaiting the death or recovery of Hopkins. The latter recovered, and Terry was set at liberty. It is thought by many that if Hopkins had died Terry would have been convicted of murder and executed. On the other hand, Terry was afterward fêted and received ovations both at San Francisco and at Stockton, by his few but very warm friends.

REPUBLICANISM.

In the spring of 1854, Stephen A. Douglas, as United States Senator, led a wing of the Democracy who were in favor of admitting Kansas and Nebraska as Territories with no restriction as to whether or not they should have slavery. The bill was passed by Congress and signed by President Pierce, May 30, that year, thus repealing the old restriction called the Missouri Compromise, which prohibited slavery west of Missouri and north of latitute 36° 30′. Breaking the stipulation of a compromise naturally excited the people and precipitated them into more vigorous measures for a permanent settlement of the old vexed question, the source of a very tender sore. Those who were thus opposed to the re-opening of the old and dangerous agitation were called "anti-Nebraska" men, since they were opposed to Douglas' "Kansas-Nebraska" bill. This element in 1854–'55 crystallized into a party called the "Republican," with which the "Abolitionists" generally joined, and also nearly all the Northern Whigs, on account of their natural enmity to the Democratic party.

The next year the people were to elect a President of the United States, and the friends of John C. Fremont, believing that he had been wronged in the early history of this State by being superseded as Governor of California by Gen. Kearny, determined to run him for President of the United States. The leader of the Democracy that year was James Buchanan, while Millard Fillmore led the Know-Nothing party. In California, as well as in most places in the East, to be known then as a "black Republican," or "Abolitionist"—two epithets designed for the same party—was then equal to bearing the name of mad-dog, thief, "miscegenator," etc., and exposed one to personal injury. He was certain to be ostracised and persecuted. At such a time, in July, 1856, there met together in Stockton: J. M. Buffington, C. C. Firley, Dr. G. R. Warren, John Tucker, M. Walthall, Jr., B. P. Baird, Dr. W. R. Kerr, and a few others, to consult upon the feasibility of organizing. They concluded to issue a call for a mass meeting in order to organize a Republican club, Wednesday evening, August 2. A few met and elected Mr. Buffington chairman, and C. C. Firley, secretary, and the following enrolled as members of the Fremont and Day-

ton Club: J. M. Buffington, B. P. Baird, Dr. G. R. Warren, John Tucker, M. Walthall and C. C. Firley. What a lonely time as contrasted with scenes since that date!

A committee of three were appointed to prepare a constitution and by-laws, and report at a meeting to be called by the chairman. On the 9th of August the club met, adopted the constitution and permanently organized by electing Dr. W. R. Kerr, president, J. M. Buffington, secretary, and Dr. G. R. Warren, corresponding secretary. Meetings of the club were afterward held in the old Baptist Church on Center street, till the election, at which time the club numbered about 100 members.

This was the origin of the Republican party as an organized body in San Joaquin County.

The first Republican county convention met at the city hall October 10, 1856, and organized by the selection of J. S. Staples as chairman, and C. O. Burton and M. Walthall, Jr., as secretaries. Dr. W. R. Kerr and Samuel Myers were nominated for the Assembly, and I. S. Locke for superintendent of the public schools. On the same day was issued the first number of the Stockton *Daily Gazette*, a Fremont and Dayton paper, with John F. Damon as editor. At the election there was given in the city of Stockton, 218 votes for the Republican nominees, and in the county, outside of the city, 329 votes.

During the progress of the campaign no remarkable event happened or parades conducted. The principal interest manifested was in the talent of the respective speakers, among whom the chief were the noted Colonel E. D. Baker and a man named Tracy.

In 1857 a full county ticket was nominated, but before the day of the election some of the names were displaced by nominees from the moribund American party. The combined vote was only 300 in the whole county. In 1859 the party polled only 200 votes in the county; but the next year they gave the great Lincoln 1,311 votes.

In 1859 the Broderick-Terry duel increased the Republican strength, as it had a political significance, and the result was what might have been expected,—adverse to the party to which the surviving duelist belonged. To all appearances the death of Broderick, such as it was, ultimately saved California to the Union.

The most important election ever held in the United States occurred November 6, 1860, when this county gave Lincoln 1,311 votes; Douglas, 713; Breckenridge (Southern Democrat), 1,314, and Bell ("Constitutional Union"), 199. Since then the county has generally given a Republican majority, as follows: 1876—Hayes, Republican, 2,272; Tilden, Democrat, 1,850; 1880—Garfield, Republican, 2,524; Hancock, Democrat, 2,370; 1882—M. M. Estee, Republican candidate for Governor of the State, 2,186; George Stoneman, Democratic candidate for the same office, 2,712 (the Democrats this year favoring greater liberty with reference to the use of Sunday); 1884—Blaine, Republican, 3,079; Cleveland, Democrat, 2,828; Butler, Greenback, 1; St. John, Prohibition, 141; 1888—Harrison, Republican, 2,829; Cleveland, 2,823; American, 43; Prohibition, 286.

The Second Congressional District comprises the counties of Butte, Yuba, Sutter, Nevada, Placer, El Dorado, Amador, San Joaquin, Calaveras, Tuolumne, Stanislaus, Merced and Mariposa. The vote of this district in 1888 gave Marion Briggs, Democrat, 19,064; John A. Eagon, Republican, 17,541; S. M. McLean, American, 913. Of these totals San Joaquin County gave for Briggs 2,807, for Eagon 2,831, and McLean 277.

Probably here, at the close of this chapter, is the most appropriate place for the biographical sketches of two of the most prominent men in political circles in this county, now deceased. By the index may be found the sketches of many others, both living and dead.

HON. DAVID S. TERRY,

deceased, was born in Todd County, Kentucky, about 1827. His mother was a sister of Shelby

and Jackson Smith, of considerable notoriety in the early days. At the age of thirteen years he was left an orphan, and in his youth went to Mississippi, of which State his uncle was Governor, and afterward married the daughter of that uncle. Subsequently he went to Texas, locating on the Brazos river, about forty miles from Houston, and entered into the profession of law, which he practiced in Houston. He participated in the revolution for Texan independence, and afterward he was in command of a regiment of Texan rangers in the Mexican war. Then a mere stripling, he crawled upon his hands and knees to shoot the Mexicans, at the battle where Santa Ana was taken prisoner. In 1849 he started for California as captain of a company of emigrants, and on his arrival here he located at Stockton. In 1850 he returned to Texas, and early in the spring of 1852 he married Miss Cornelia Reynolds, the daughter of Harmon G. Reynolds, on the Brazos. Returning to California he resumed the practice of his profession; and during his professional life here he had as partners at different times, D. W. Perley, Mr. Carr, his son Samuel, Major Barney McKinney, and the last firm name was Terry, Campbell & Bennett.

September 5, 1855, he was elected by the people to the Supreme Bench of the State, and he assumed the office November 15, where he served successively as associate and chief. This office he resigned September 12, 1859, to participate in a duel with Senator David C. Broderick. The particulars of this noted case, as compiled by the historian Tuthill from the various standard histories, are as follows:

"The election (of September, 1859), being over, Judge Terry descended from the Supreme Bench to demand of Broderick an apology for the uncomplimentary remark which Perley heard at the breakfast table of the International [a hotel in San Francisco], more than two months previous and excepted to. By note he asked a retraction of the language used. Broderick asked what he understood the language to be. Terry replied, 'You said, 'I have heretofore considered and spoken of him (Terry) as the only honorable man on the Supreme Bench; but I now take it all back;' but if that was not the exact language it made no difference: he asked a retraction of any words which were calculated to reflect upon his character as an officer or a gentleman. Broderick responded, repeating his exact language, which was about as the other had heard it, with this difference: 'During Judge Terry's incarceration by the vigilance committee I paid $200 a week to support a newspaper in his defense.' 'You are the best judge,' added the writer of this note, evidently surprised that at a time when such violence of speech was tolerated, language so very temperate and mild should be selected to shoot him for, 'as to whether the language affords good grounds of offense.'

"As mortal combat was predetermined they wasted little time on preliminaries. Broderick's friends held that if his remarks at the International table were withdrawn, Terry's at Benton's Church, which provoked them, should also be withdrawn. But Terry had nothing to retract, nor had Broderick. So on the morning of the 11th they met for a duel, just over the San Francisco County line, in San Mateo County; but Chief Burke, armed with a warrant from each county, came suddenly up, arrested them, and put a stop to proceedings. The police court dismissed the charge because no violation of the law had been committed. At seven o'clock on the morning of the 13th, the combatants met again at another point in San Mateo County, some twelve miles from the city, and no police interfered.

"About fifty spectators were present. Terry's seconds were Thomas Hayes and Calhoun Benham; and Broderick's were McKibben and D. D. Colton. Broderick won the choice of positions and word of fire, and Terry won the choice of weapons, which were duelling pistols; distance, ten paces. At the word the principals raised their pistols, but Broderick's discharged itself before being brought to a level, the ball striking the ground some distance in front of

his opponent. Terry's fire followed but a second later, he exclaiming, 'The shot is not mortal; I have struck two inches to the right;' then, as he saw Broderick slowly falling, he and his friends retired. The ball entered Broderick's breast near the right nipple, and lodged in the left side. He died four days afterward from the wound. Terry hastened back to Sacramento, and then to his farm near Stockton. He had left with a friend his resignation of the judgeship before the duel came off, to be sent in to the Governor only on condition of such a result as did follow. Now he signified his readiness for trial. The case was postponed from time to time, moved from court to court, and at last, on a change of venue taken to Marin County, where the Seventh District Court was in session, temporarily presided over by Judge Hardy, who came all the way from Mokelumne Hill for the purpose. On the day set for trial the witnesses from San Francisco were becalmed on the bay. The court waited a little while and then the prosecuting attorney moved a *nolle prosequi*, and the farce was ended."

The "farm near Stockton" above alluded to was a ranch about twenty-five miles northeast of Stockton, on the Mokelumne river, near Clements, to which he had secured a title soon after his first arrival in California. The land is now very valuable. He sold it in 1861 or 1862, when he went to Texas to participate in the war.

After the commencement of the war of the Rebellion, probably in 1862, Judge Terry went to Texas, leaving his family here, and served on the staff of one of the principal journals in that State, and afterward became Colonel of a Confederate regiment which he commanded until the close of the war, when he was acting as Brigadier General. After the close of the Rebellion he crossed into Mexico about July 4, 1865, in company with about 150 men, among whom were a large number of ex-Confederate officers, as ex-Governors Trusten Polk and Reynolds, of Missouri; Isham G. Harris, of Tennessee; Allen Louis and Reynolds of Texas; Generals Joseph Shelby, Sterling Price, E. Kirby Smith, Lyon of Kentucky and J. B. Magruder; Colonels P. S. Wilkes and Gordon, of Missouri, A. W. Slayback and Mr. Blackwell of Missouri, and Dorsey, etc. Crossing into Mexico at Piedros Negras and proceeding on to Parras, they were turned back by the French and were forced to pass around the Bay to Matamoras; thence they came by way of San Luis Potosi, Aguas Calientes through Guadalajara to Tepic, San Blas, and thence by schooner to Mazatlan, and thence on to Stockton. Afterward he went again to Mexico and began raising cotton, and while there his wife took him a number of horses from this place.

In 1868 he returned to California and went to the White Pine country in Nevada for a short time.

Mrs. Terry died here in Stockton, in 1885, a noble woman; in 1888 the Judge married Mrs. Sarah Althea Hill (of Sharon notoriety); but she was ostracised here in Stockton to so great an extent that the Judge moved with her to Fresno, in which vicinity he had considerable interest in land, and also an extensive practice.

The Judge was a thorough lawyer, a faithful and shrewd attorney and a good pleader, being clear, emphatic and convincing in his statements and eloquent in description, but not ornate. He was engaged in a large proportion of the noted lawsuits in this county, among them the case of the County *vs.* the Railroad Company, concerning the payment of stock, in which he was instrumental in saving to the county $100,000 or more. The suit was finally settled by a compromise. As a jurist he was influential in the State, and he was a prominent member of the State constitutional convention of 1878–'79.

Religiously, Judge Terry was brought up a Baptist, and as to the fraternal organizations he was in early life a member of the Masonic brotherhood. He was ever faithful to his friends, but intimate with only a few, being very cautious in contracting familiarity with strangers.

At eight o'clock on the morning of August 14, 1889, in the middle of the railroad dining-room at Lathrop, this county, Judge Terry was

shot and killed by United States Deputy-Marshal David Neagle, who was at the time accompanied by Hon. Stephen J. Field of the Supreme Bench of the United States. It is a coincidence that the most prominent characters in this sketch were all named David.

Mr. Terry in his lifetime had six sons: Samuel, David, Clinton, two Franks and Jeff Davis. They are all dead except Clinton (now about twenty-eight or thirty years of age), who is employed in the United States Mint in San Francisco. Samuel was a very brilliant lawyer, being one of the most promising young attorneys in the State of California. The Stockton residence is still in the possession of the family.

HON. DENIS JOSEPH OULLAHAN,

deceased, was a native of Dublin, Ireland, aged sixty-five years, at the time of his death, November 5, 1889. He was the son of Robert Oullahan, who was eminent in the profession of civil engineering, being attached to the Royal Engineer Corps of the British army. After receiving a thorough course in the schools and colleges of the great Irish city, young Oullahan began a course in the study of medicine and surgery during the term of which his unusually refined and sensative nature received such a shock from the repulsive scenes in the dissecting room that his ambition in this direction was rudely checked. Therefore turning his attention to other fields in 1849, he embarked with his brother Edward, now a merchant of Stockton, on a ship bound for San Francisco by way of Cape Horn. The gold excitement was then at its zenith in the distant California, and the brothers started fully equipped with merchandise, portable iron frame houses and other stores necessary to a successful expedition. Arriving in San Francisco, Denis Joseph entered the merchandising and commission business, a year later going to Sonora, Tuolumne County, where he prospered for some time in the commission and forwarding business between Stockton and the mines of Tuolumne. He also established a flouring mill at Columbia, Tuolumne County. In 1868 he returned to San Francisco and there formed a copartnership with John Hill in the real-estate business. In 1873 he went to Stockton to engage at that place with his brother in the wholesale liquor business. Finally in 1886 he returned again to San Francisco, where he was at the time of his death engaged in the real-estate business. In 1859, in Stockton, Mr. Oullahan married Miss Julia Baine, a daughter of Judge A. C. Baine, a prominent lawyer and journalist of Jackson, Mississippi. Mrs. Oullahan died in 1881, leaving five children, two daughters and three sons, who survive their father also.

The subject of this sketch was a man of natural ability and learning. In politics he was prominent in the history of the Democratic party of California for thirty or forty years. His ability on the rostrum was on all occasions acknowledged in the party councils, apt in debate; he was also a linguist, the study of the modern languages having been well finished and polished by years of travel in foreign continents. In 1884, Governor Stoneman, from among a host of eligible citizens, chose Mr. Oullahan for appointment to the office of State Treasurer, to fill the vacancy caused by the resignation of the Hon. William. A. January. In his political life, Mr. Oullahan exhibited those marked traits of character which distinguished his personal career, traits which rendered impracticable the realization of any possible political ambition; disdaining the tactics of the machine politician, he ever ignored the advantages to be gained by combination or intrigue, and hence he was frequently denied the honors of exalted office, opportunities which were offered at different periods throughout his long career.

LAND TITLES.

CHAPTER VII.

MEXICAN LAWS AND USAGES.

GOVERNOR NEVE, while established at Monterey, drafted the first regulation for disposing of the lands by grants, which remained in force forty years. This was approved by the King of Spain. The first general decree was made in June, 1779. To each settler (poblador) was granted a bounty of $166.44 a year for the first two years, and $60 a year for the next three, with the loan of horses, cattle and farming utensils, and settlers in pueblos could pasture their stock on lands adjoining towns. No poblador could sell an animal until he had a certain number, and then he could sell only to the government, at whatever price was seen fit to award him.

The Mexican government superseded this decree in 1824, and again made certain modifications in 1828, and this was still in force when California was ceded to the United States.

The governor of the territory was empowered to make grants of lands to contractors (for towns and colonies) and individuals or heads of families. Grants of the first-named class required the approval of the supreme government to make them valid. For the latter the ratification of the territorial assembly was necessary; but in no case could the governor make grants of any land lying within ten leagues of the sea-coast, or within twenty leagues of the boundary of any foreign power, without the previous approval of the supreme government. The authorities of towns, however, were allowed to dispose of lands lying within the town limits, the proceeds to be paid into the municipal fund. The maximum extent of a single grant was fixed at one square league of irrigable land, four of temporal, or land where produce depends on the seasons, and six of land for pasturing and rearing cattle—eleven square leagues (about 50,000 acres) in all. The minimum extent was about 200 varas square (a vara is a thirty-three and one third inches) of irrigable land, 800 of temporal and 1,200 of pasturage. The size of a house lot in any of the pueblos was fixed at 100 varas. The irregular spaces and patches lying between the boundaries of the grants throughout the country were to be distributed among the colonists who occupy the adjoining land, or their children, preference being given to those who have distinguished themselves by their industry and moral deportment. All grants not made in accordance with these regulations from the time of their adoption up to July 7, 1846, when the American flag was raised at Monterey and the departmental junta broken up, are not strictly valid according to Mexican law. The restrictions against lands within ten leagues of the sea-coast were never removed. The only legal grant of such lands was made to Captain

Stephen Smith of the port of Bodega, which received the approval of the supreme government. In the MacNamara colonization grant made by Pio Pico only four days before the occupation of Monterey by our forces, it was expressly stated that the consent of the Mexican government was necessary to make it valid; yet, in spite of this distinct provsion, large tracts of this coast, from San Francisco to San Diego, were granted to citizens and colonists by Figuera, Alvarado and other governors. All these acts that have never received the sanction of the supreme government would by a liberal construction of the law be null and void.

The land where Stockton stands, as most know, was secured by grant from the Mexican government issued to Don Carlos Maria Weber. We account for this name in the grantee from the fact that at the time the grant was obtained none but a Mexican citizen could obtain a grant, and the department by that name was deceived into believing this was the case. However, reports are conflicting, as it seems the grant was first obtained by Gulnac, a Mexican citizen, and he and his family assigned to Weber before completion, and hence issued to Weber in the above name.

Much of the land given in Mexican grants was never surveyed. The locality and character of the tract were rudely sketched on paper by the petitioner, sometimes without specifying the dimensions, and sometimes with a mere guess at the quantity. No particular blame, however, is to be imputed to the Mexicans for this laxity, as the situation during that period was not such as to excite any suspicion that an accurate survey would ever be necessary.

MEXICAN GRANTS.

The Mexican or Spanish grants of land either partly or wholly in San Joaquin County have been as follows, this list giving in each instance, first the name of the grant, followed by the name of the confirmee, the area and date of United States patent.

Arroyo Seco, Andres Pico, 48,857.52 acres, August 29, 1863. Lying partly in Amador and Sacramento counties.

Campo de los Franceses, Charles M. Weber, 48,747.03 acres, March 18, 1861.

El Pescadero, Hiram Grimes and others, 35,446.06 acres, January 18, 1858. Partly in Stanislaus County.

El Pescadero, Pico and Nagle, 35,546.39 acres, March 10, 1865. Partly in Alameda County.

Sanjon de los Moquelumnes, heirs of A. Chabolla, 35,508.14, May 30, 1865. Partly in Sacramento County.

Thompson's rancho, A. B. Thompson, 35,532.80 acres, May 18, 1858. Partly in Stanislaus County.

THE MOQUELEMOS GRANT CLAIM.

Probably the most important litigation in all the history of San Joaquin County, was that concerning the Moquelemos grant claim, in which Hon. Joseph H. Budd was the victorious attorney for the settlers. The outline of that long series of lawsuits concerning the matter is as follows:

One Andreas (or Andres) Pico claimed as a Mexican grant, alleged to have been made in 1846, a tract of land situated in the counties of San Joaquin and Calaveras, of eleven square leagues, called by him "Moquelemos." The exterior boundaries of the grant were: on the north, the river Moquelemos (now called Mokelumne); on the east, the "adjacent ridge of mountains;" on the south, the Gulnac, or Weber grant, "de los Franceses," and on the west, the "estuaries of the shore" (or tule lands) The amount of land included in such exterior boundaries greatly exceeded eleven square leagues. This claim was rejected by the Board of Land Commissioners, but it was affirmed and approved by the District Court of the United States, Northern District of California. On the appeal from that court to the Supreme Court of the United States, the decision of said District Court was reversed, in 1859, and the case was remanded to the District

Court for further evidence. On a re-hearing of the case in the District Court, this claimed grant was rejected and declared invalid and this decision was affirmed by said Superior Court, February 13, 1865.

By the acts of Congress of July 1, 1862, grants of odd-numbered sections of land were made to certain railroad companies, of which the Western Pacific Railroad Company by subsequent legislation became one. Such grants were of lands within ten miles of their respective roads designated by odd numbers, not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim had not attached when the line of the road was definitely fixed. By subsequent legislation there was granted an additional five-mile limit on each side of the line of such roads from which the railroad company could select from odd-numbered sections other lands in lieu of odd-numbered sections of land within such ten-mile limit, which such railroad company did not receive from the United States under said act of July 1, 1862, because disposed of by the United States, or because pre-emption or homestead claims had attached thereto previous to the fixing of the definite line of location of such railroad.

Said Western Pacific Company caused the odd-numbered sections of land to which it claimed to be entitled under said grants to be withdrawn from pre-emption, private entry and sale on the 31st day of January, 1865. But the settlers on odd-numbered sections of public lands claimed that the line of said roads was definitely fixed before the time of such withdrawal, and that the odd-numbered sections within the exterior boundaries of said claimed grant "Moquelemos" were not granted to the railroad company because such lands were reserved from such grant to the railroad company, since the question of the validity of said claimed Mexican grant "Moquelemos" was a matter *sub judice* and undetermined by the Supreme Court at the time the grant to the railroad company took effect.

This view, except as to the definite location of the line of the road, was sustained by the decision of the Supreme Court of the United States, rendered in the celebrated case of Sanger *vs.* Newhall, in the year 1875. The railroad company had, however, in the meantime been diligent in procuring patents from the United States for all the odd-numbered sections of land within the limits of this rejected grant, "Moquelmos," to which said company claimed it was entitled under said acts of Congress, and said company with equal diligence sold and made conveyances to different purchasers of all the lands for which it had so procured patents. The land department of the United States refused to allow the settlers to file pre-emption claims for, or make homestead entries of, lands for which such patents were issued until such patents were declared null and void and were vacated under and by virtue of a decree of an United States court of competent jurisdiction. This state of things caused long and expensive contests and litigation between the settlers and purchasers, claiming under such patents issued to the railroad company for these lands, and much bitterness of feeling was engendered by these contests; and on one occasion in a personal contest between an agent for one of these purchasers and some of the settlers for the possession of one of these disputed tracts of land, the agent, named Patrick Breen, lost his life. The matter of the cause of his death was judicially investigated, but the evidence in the case did not show who the person was who caused the death of Breen, and that is a matter which will probably never be ascertained.

At one time some of the settlers seemed inclined to resist by force the process of the courts until the question as to the title to these lands was finally determined by the Supreme Court of the United States, and the military were called upon to aid the civil authorities in the execution of the writs issued by the courts.

Fortunately for the county and for all persons concerned, Thomas Cunningham, who was the sheriff of the county, was a person of great

firmness of character, incapable of fear, and who knew neither friend nor foe in the discharge of his official duties; who oppressed no one, but who never failed to execute all legal processes duly placed in his hands as sheriff. These settlers knew "Tom Cunningham," as he was familiarly called, and knew, no matter how disagreeable it might be to him personally, that he would execute all processes of the courts which it was his duty to execute, and they therefore resorted to no force to impede the execution of the writs of the courts after they were placed in the hands of Sheriff Cunningham.

After the lapse of a number of years, and on application from these settlers, the United States commenced a suit in equity in the circuit court of the United States for California, against the railroad company, and those holding title to these lands from and under patents for these lands to that company, to vacate such patents and to have them declared null and void. The circuit court decided in favor of the holders of the lands under these patents, and this decision was affirmed by the Supreme Court of the United States in 1888. The decision of this court of last resort has ended for all time the controversy in favor of persons holding what was called the railroad title to these lands, and the settlers lost the lands and the improvements placed by them thereon. The settlers succeeded in the first litigations in having it judicially determined by the highest court of the nation that the lands were never granted to the railroad company, but the claimants of the lands under the company finally succeeded in having it judicially determined that the lands belonged to them.

The above is the substance of the litigation; but it will be interesting to add here a quotation from a San Francisco paper, giving the *personnel* of that long protracted war, published in 1879:

"A patent for the land in dispute was obtained by the Western Pacific Railroad Company, since consolidated with the Central. Subsequently a Mr. Dayton obtained a patent for the same tract of land, from the Land Department, stating that the first patent had been issued inadvertently. Dayton afterward sold to a Mr. Graves, and he in turn to Mr. Newhall, a nephew of McLaughlin, and at the time his chief clerk. McLaughlin's brother-in-law, Sanger, sued Newhall for the possession of a quarter section obtained through pre-emption, while Newhall's claim was a patent from the Central Pacific Railroad Company. In 1864, under the twenty-mile grant given by Congress to the trans continental railroad, the Western Pacific Railroad Company claimed within certain limits a portion of this grant. The land of this grant was not reserved by the railroad company to the decision of its title; and when it was rejected in 1865 the land was thrown open to pre-emption and homestead entry.

"Should any one desire to further investigate this matter, we refer them to the decision of the Supreme Court of the United States, published in 1875, in pamphlet form. This decision gives the full history of the case."

The first case came to trial in the fifth judicial district court, Judge Booker presiding. The settlers, ignorant of the thunderbolt that was about to be hurled against them by the avaricious monopoly, were awakened to thought and action by Messrs. R. C. Sargent, John Grattan, L. U. Shippee, J. H. Dodge and other settlers, and counsel were employed, both in Stockton and in Washington, to defend—not Sanger, but —"Justice against the most infamous scheme ever concocted by men, who claim in their private lives at least to be honest, upright and fair." Judge J. H. Budd, of Stockton, espoused the cause of the settlers, and earnestly and successfully did he plead it. Judge Budd is not entitled, in this case, to any praise for doing his duty as a *lawyer;* but for doing his duty as a *man* he is; for the railroad corporation is rich, and there was a great prize in view.

When the case came to trial before the United States Supreme Court, Mr. Newhall, the agent of the railroad company, received more justice than he had anticipated or wished for, as he was anxious to be beaten by his collusive defendant,

Mr. Sanger. By this decision the rights of pre-emption were sustained, and the railroad company were obliged to relinquish their claim to any portion of the Moquelemos grant, which had been pre-empted before the passage of the act.

The United States Supreme Court (only Justices Field and Strong dissenting) decided, May 8, 1876, in favor of the settlers, and the news telegraphed to the citizens here occasioned universal rejoicing. Indeed, the settlers were wild with joy, and well they might be, as their homes, around which clustered all that was near and dear to them, were secured to them by this decision. Accordingly, on the 19th they had a grand jubilee at Lodi, which was attended by an immense and enthusiastic throng from all parts of the county, especially from Stockton, where all places of business, even the saloons, and the schools and all public institutions, were closed for the occasion. The Stockton Guard, Firemen, Knights of Pythias and other organizations attended in parade, escorted by the San Joaquin band. Hon. H. S. Sargent, president of the day, announced to the multitude the object of the occasion. A secretary and ten vice-presidents were chosen, and when all were ready Judge J. H. Budd was introduced upon the stand, and delivered a brief but stirring speech, reciting the history of the litigation and eulogizing certain officers of the law who had unflinchingly done their duty.

After the conclusion of the public exercises at the stand, a grand barbecue picnic, music, dancing, plays, etc., were the order until evening; and even at night, in Stockton, there were joyful gatherings and public demonstrations.

Following is the substance of Judge Budd's address, as summarized by the *Independent:*

"*Fellow Citizens:*—The booming of cannon, the waving of flags, the glad sound of music and the immense concourse of people express more forcibly than I can do it the feeling of the justice of the cause which we are here to celebrate. The history of the long struggle of the people against the avaricious grasp of land monopolists has been a most interesting one. The land monopolist endeavored to wrongfully appropriate the land which the settlers had, by long and patient toil, reclaimed from the barren waste, making the "wilderness to bloom as the rose." After settling in their peaceful homes for years, feeling the perfect security which should have been theirs, they were astonished to see a corps of engineers, headed by Colonel Von Schmidt, marking out the lines of a pretended grant, called the Chabolla grant, covering the homes of hundreds of settlers in this county. After a struggle involving years of costly litigation, the unjust and fraudulent Chabolla claim was removed, and the people rejoiced as they are rejoicing to-day, and they congratulated themselves that they would never be troubled again, —that their rights were secure and their homes insured to them free of future molestation.

"But, alas! there came another. I refer to the grant Los Moquelemos to Andres Pico, covering this very territory. It received the indorsement of the District Court of San Francisco, but the United States Supreme Court being then as now free from corruption, repudiated the false claim, and *again* the people thought they were free from the land monopolists. But they were again mistaken. In 1862 a road received a grant of land to aid its construction from Sacramento eastwardly to Dutch Flat and over the Sierras. They had no shadow of right to build a road in this county, and Congress in granting the land had no thought of giving a grant to build a road here. A contract was drawn up between Charles McLaughlin, who claimed to be a contractor, with the institution known as the Contract and Finance Company. A company was formed, to which the Central Pacific Company said: 'Give us the bonds which you expect to steal from the Government and we will give you the land.' When the devil took our Saviour up into an exceedingly high mountain he promised him a large quantity of land if he would fall down and worship him. The devil didn't own a foot of land, and had no right to give any away. The Central

Pacific Railroad Company had no more right to give away these lands to McLaughlin than the devil had, but they obtained a ratification of the contract, and on that McLaughlin obtained a certificate from the General Land Office.

"It was believed by the settlers that the railroad company had no right to the lands, and they determined again to buckle on their armor for the vindication of their rights. Hon. R C. Sargent first started the fight, followed by other citizens. They appealed to the Secretary of the Interior, who declared that the railroad company had no right to a foot of land in this county. The settlers supposed that finally ended it. They were *again* mistaken. The power of money is almost omnipotent and it was liberally used in this case. After the case had been fought, after the decision had been rendered, after patents to the land had been issued, Secretary Delano reversed his decision and said the land belonged to the railroad company. Their men were seen among the farmers, actively at work urging the settlers to settle. They proposed to give them only a quit-claim deed, and they succeeded in inducing many people to take their quit-claim deed for lands they never owned.

"McLaughlin then prepared an agreed case. Mr. Newhall, a nephew of McLaughlin, sued Sanger, a brother in-law, and a default was taken. It was appealed to the United States Supreme Court in the hope to get a final decision in the same quiet and secret manner. Judge C. L. Robinson (since deceased,—all honor to his name!) made the discovery of the manner of the proceedings, and notified the settlers, who agreed to defend the Newhall case and prevent the wished-for judgment by default. Newhall sud denly found he had more friends than he desired, more advocates for his cause than he wished,—as he was too anxious to be defeated,—and when the decision came sustaining his title to the land, and with it the title of the hundreds of settlers now living upon the grant, it was to him like a clap of thunder from a clear sky, filling him with astonishment.

"It is that decision which we are here to rejoice over. The vindication of principle is always a fitting subject for rejoicing."

The speaker referred to Hon. S. A. Booker in high terms as a man, the purity of whose ermine is without stain, who in the consideration of justice regards neither friend nor foe but decides for the right. Three hearty cheers were given for Judge Booker. The speaker also eulogized the Representatives of California in Congress as having sympathized with the settlers with unfeigned earnestness from the first. He closed, congratulating the settlers and recommending to all that they rejoice with a great and happy rejoicing and make the welkin ring with their gladness.

THE "MOKELUMNE WAR" of 1883–'84.

This is the title given to an anticipated collision— which did not came to pass—between Sheriff Cunningham and the ranchers of the disputed Mokelumne grant referred to on a preceding page. The sheriff's writ was to attach some grain that had been harvested and threshed on several ranches. Expecting that there might be trouble, the sheriff wisely pre-engaged a military force, namely the Stockton and Emmett Guards. These companies, under Brigadier-General James A. Shepherd, upon whom the requisition was made, left Stockton as early as 4 o'clock on the morning of July 9, 1884, for the ranch of C. K. Bailey. Mr. Cunningham arrived on the ground ahead of the military and found about sixty men on the Bailey and Carpenter ranch, where 250 sacks of wheat were piled up, and was the first to announce that the militia were coming; and this had the immediate effect of causing the settlers to withdraw. The settlers had made arrangements to have 100 of their number on the ground to resist the sheriff's execution; but, finding that that officer had made arrangements for the State militia to assist him and that they were actually approaching, they concluded that they had best allow the law to take its course. They had occupied these farms two seasons.

On the evening of the same day President

Lynch and Secretary Hurlbert, of the Settlers' League, came to Stockton for the purpose of consulting the attorneys of the plaintiff, Goodwin, in regard to compromise. The settlers proposed to give up one-fourth of the crop on the Murray place and also one-fourth on the four quarter-sections under attachment in the Goodwin suit against Bailey; but this proposition was not agreed to. Other propositions were also made, but all refused.

The militia remained in camp on the ground about ten days, with no prospect of being called into action, and were the subject of many newspaper jokes and even of humorous poetry. The very next day after their first arrival on the "battle ground," a rich burlesque in rhyme appeared in the *Independent*. Indeed, many amusing incidents occurred, all the more enjoyable because there was so little prospect of bloodshed, the peaceful termination of the matter being due to Cunningham's style of doing business.

COURT-HOUSE SQUARE.

The early history of the county relating to boundary lines and first election of officers is given in Chapter V. The first order of the Court of Sessions found in Minute Book "A," Court of Sessions, Civil, page 1, and dated June 3, 1850, is as follows:

"It is ordered that notification be given to Charles M. Weber, Esq., that this court is now in session and prepared and ready to receive any communication from him relating to or concerning any donation from him to the county of San Joaquin, of lands for the erection of public buildings for the use of the county, and thereupon notification was placed in the hands of the sheriff."

A further order was made as follows:

"Ordered that the sheriff of the county of San Joaquin be, and is, hereby authorized to receive for and on behalf of the county aforesaid, livery of seisin and formal possession of any and all lands and tenements that may be donated to this county."

Afterward, on June 25, 1850, under the provisions of act of April 10, 1850, page 176, the following order was entered:

"It is ordered that one-quarter of one per cent. be assessed on each $100 worth of taxable property, for the purpose of erecting a court-house," etc.—Court of Sessions, Book "A," pape 6.

The city of Stockton, in the county of San Joaquin, was incorporated under general statute by decree of court, about July 23, 1850. The order recites that the town is incorporated by the name of the City of Stockton, and fixes the boundaries. It was further ordered that that council consist of seven members, and that notice be given of an election to be held August 1, 1850. On the 5th of August, 1850, the officers elected assembled at the Masonic lodge rooms and organized the city government, as noted in Chapter IV of this volume.

The county and city governments having been organized, a question was raised whether the Court of Sessions, having about the same control over county affairs as the Board of Supervisors now have, could take in trust for the county a donation of land. Whether right or wrong, it was decided to deed to the mayor, recorder and common council of the city of Stockton, as trustees; and on December 26, 1851, Charles M. Weber duly acknowledged a deed, the date of which was August 28, 1850, to the mayor, recorder and common council, reciting, "For and in consideration of the public convenience and other good considerations, * * * doth give, grant, alien, enfeoff and confirm block No. 3, east of Centre street, in said city, said block being intended by the grantor as the location of the county court-house, and for the erection of such other public buildings as may be deemed advisable by the proper authorities."

After this the county and city authorities jointly erected a court-house and city hall, and paid equally for the same, in all about $80,000. This court-house was finished early in 1854.

Some question having arisen in regard to the respective rights of the city and county in and

to the square, the city, after adopting a proper ordinance authorizing the same, did, on October 5, 1855, deed to the county an undivided one-half interest in the square, reciting that it was "for public purposes and for the public good, as was originally designed by C. M. Weber in his conveyance to said city; said square being intended by the grantor, C. M. Weber, as the location of the county court-house."

The county and city continued to occupy and use the court-house and square, and to pay equally for grading, boring artesian wells, and making other improvements to 1885. The county, finding it necessary to erect a new and much larger court-house in place of the old one, desired to erect the new building in the center of the square. Some of the city authorities not only denied the right of the county to erect a new court-house in the center of the square, but denied that the county had any right to the square whatever. The Board of Supervisors, on the advice of Ansel Smith, then district attorney of the county, decided to bring an action to quiet title to the square.

This action was commenced in 1885 and prosecuted to decree by Ansel Smith, district attorney, and the Hon. Joseph H. Budd, of counsel on the part of the county. The city filed an answer in the case denying generally that the county had any rights in or to the square whatever. During the trial, before the Hon. A. V. R. Paterson and Hon. J. G. Swinnerton, Judges of the Superior Court, an agreement was reached between the county and city which gave the county about all that the county claimed, and was at the same time wholly fair to the city. Judgment was rendered April 3, 1886.

Findings were filed and decree entered in accordance with findings and agreement, the substance of which is given in items 17 to 19 of the findings of the court, as follows:

"17. That by the terms and conditions of said dedication, by said Weber, as found in finding III* herein, the Legislative authorities of said city were given the power (subject to a reasonable discretion in relation thereto) to say and determine whether the whole of said square is or will be at any future time necessary for a county court-house.

"18. That said city of Stockton has no title to said block No. 3, nor any part thereof, except so far as it may have the same under the dedication in said finding III* mentioned, and such title is subordinate to the right and title of the county of San Joaquin thereto for the erection and maintenance thereon of a court-house building suitable, when required, for the purpose in finding XVI* mentioned, and whereon and from the time the proper authorities of said city may determine that it is not advisable to erect or maintain public buildings thereon, said city will have no right to the possession of said block No. 3, nor to any part thereof, until said county may abandon the same for the erection and maintenance thereon of the court-house and the county and other buildings of the county thereon.

"19. That since the commencement of this suit the proper authorities of said city and of said county have stipulated in substance and effect, and agreed in open court and requested the court to find, and the court does find: That the proper authorities of said city of Stockton, to-wit: the mayor and city council of said city, have determined that the whole of said block No. 3 east of Center street in said city of Stockton is necessary for the erection thereon of a county court-house and such other public buildings of the county of San Joaquin as may be deemed necessary by the proper authorities of said county, subject to the use by said city, and reserving to said city the right to the use, of the following space within said county court-house building, free of charge, for the term of fifteen years from and after the completion of said building, with the privilege of the use of such space or a portion thereof for the additional term of five years, if deemed advisable by the proper authorities of said county, to-wit: four suitable rooms for the offices of the officers of said city, three of such rooms not less than

* The substance of this finding is given already in the preceding paragraph.

twenty by twenty feet, and one not less than twenty by thirty feet, and the use of one of the court-rooms in said new county court-house for the meetings of the city council of said city, and the use of a portion of the office of the county treasurer for the city treasurer of said city, and the use of a portion of the office of the county surveyor for the city surveyor of said city, and the use of a portion of the office of the county assessor for the city assessor of said city.

"And the court further finds that such determination is a reasonable one, and in accordance with the terms of said dedication.

"And it appearing in like manner to the court that the county of San Joaquin, plaintiff, and the city of Stockton, one of the defendants herein, have, for the purpose of compromising and settling the claim of said city to the improvements now on the said block, No. 3, east of Center street in said city of Stockton, agreed the one with the other, that the said city relinquish to the said county all its right, title and interest in, and possession of, said improvements, including the building now standing on said block No. 3, and that the county as full compensation therefor furnish to said city, free of charge, during the building of a new court-house building on said block, rooms and offices for the city council of said city, and offices for the officers of said city, in the rooms now occupied by said county on Center street in said city, so far as the same will not interfere with the holding of the courts of record in said county therein, and so far as the same will not necessarily interfere with the proper discharge of the duties of the officers of said county now occupying said rooms, and further, that the said county shall and will, so soon as a new county court-house and new county jail is completed by said county, relinquish and convey to said city all the interest of said county in the present county jail in said county and the land on which the same is situate; and it being stipulated in open court that the decree herein so far as it relates to the said improvements may be in accordance with such agreement, the court finds that the said agreement is just and equitable and reasonable and that the decree herein should be in accordance therewith."

MOKELUMNE HILL ROAD.

The recent suit to settle the title of the public to a certain section of this road was successfully prosecuted by District Attorney Ansel Smith, whose draft of instructions to the jury were so clear, pointed and accurate that they were adopted by the court with scarcely any modification. The action was taken in the Superior Court of San Joaquin County, and was entitled, "John Pollock, Road Overseer of Road District, No. 34 East, of the County of San Joaquin, in the State of California, Plaintiff, *vs.* C. D. Watkins, Defendant."

Notice was given on September 7, 1888, to Watkins that he had built and was maintaining a fence in a public road near Bellota, and that the same was a nuisance, and directing him to remove the same. On September 26, 1888, Ansel Smith, District Attorney and attorney for plaintiff, John Pollock, and Wesley Minta, assistant District Attorney, commenced suit by filing a complaint charging the defendant with maintaining a nuisance, and praying for the abatement of the nuisance (removal of the fence) and for damages. November 7, 1888, the answer of the defendant was filed denying that the land was or is a public highway, and alleging that the portion alleged to have been obstructed by defendant was a great number of years ago abandoned as a public highway, and thereupon ceased to be, has not since been, and is not now a public highway, and denies that the fence was any obstruction or nuisance.

The case came on for trial before the Hon. Joseph H. Budd and a jury. Ansel Smith, having gone out of office, had been specially employed to conduct the case. The trial was finished February 27, 1889, and verdict rendered for plaintiff in the sum of $300. Judgment was entered February 28, 1889, for $300, and costs, $297.45.

On the trial the plaintiff produced as a wit

ness Mr. Andrew Showers, the owner of the land, about and before 1862, to the effect that he fenced out the land as early as 1862 for the purpose of a public highway, and intended to dedicate it as such. Other evidence was introduced showing that the described land was used as a public highway as early as 1850. It was clear that after a time the travel of the road was north of this portion, and that the waters of the Mormon slough ran in the ditch caused by digging out the portion formerly used as a road; but the contention of the plaintiff was that a road having been dedicated and established, was not and could not be abandoned by non-user, and not even by an order of supervisors; but no order of abandonment was shown. The instructions of the court were very clear, and presented the law of the case fully and upheld the contention of the plaintiff. These instructions were:

"There is no evidence that the Mokelumne Hill road, nor the land on which the barbed-wire fence is alleged to have been built, has been vacated or abandoned as a highway by the Board of Supervisors; and the presumption is that it never was vacated. * * * There is evidence that there was in the county of San Joaquin, as early as 1854, and ever since has been, a public highway known as and called the Mokelumne Hill Road, and there is no evidence to the contrary.

"A public highway is not to be considered abandoned merely because it is not traveled over. The sides of a public highway whence earth may be taken for the repair of the road, and ditches within the limits of the road and along the road used for carrying off water, are just as much a part of a road as the part actually traveled over. If the road described in the complaint was used and traveled, and had been laid out and dedicated, as a public highway of this county as early as April 22, 1858, then it was made a public highway by the statute of this State.

"If Andrew Showers, while the owner, fenced out the land referred to for a public highway, intending it as a part of and for a public highway, and the same was used as such either by being traveled over, or as the side of the road, or for the purpose of taking earth therefrom to build or repair the road, it became a part of the public highway of this county, and no person had a right from that time to place any obstruction thereon or therein; and if you find that the defendant Watkins did build a barbed-wire fence on that land, and in the road, then you must find a verdict for the plaintiff. If you find that the land on which his alleged and barbed-wire fence was built was a part of the public highway of this county, then it makes no difference if parties on the north side of the road gave an additional forty feet; that would not cause an abandonment of what was then public highway or a part of one. If you find that the road referred to as the Mokelumne Hill road was laid out prior to 1860 and used as a public highway with the consent of the owners of the land, and that it was the intention of such owners to dedicate the same for a public highway, then the order of the Board of Supervisors of 1860 is evidence that the county accepted the same as a public highway.

"If you find that on or about 1861 or 1862 Andrew Showers, while the owner of the west-half of the southwest quarter of section 5, township 2 north and range 9 east, ran a line of fence on the south side of the Mokelumne Hill road, intending the fence to mark the southern boundary of said road, and intending to give and dedicate a strip of land, eighty feet or more in width nor th of sai fence, and including the land on which it is alleged this barbed-wire fence was built, as a public highway or a part of said road, and the same was accepted and used as a highway by the public generally, then the said strip of land became a part of the said Mokelumne road and a public highway of this county; and no one from that time on had a right to obstruct the same; and if you find that the defendant did build a barbed-wire fence on said road as alleged, you must find a verdict for the plaintiff, John Pollock, and for $10 for

every day said obstruction remained after notice to remove the same was served on the defendant, by the overseer of the road district, obstructing the part of the road on which said barbed-wire fence was constructed.

"The court instructs the jury that it appears from the evidence that one Andrew Showers was from the 21st day of May, 1861, until the 21st day of November, 1867, the owner of a tract of land in this county, known and described as the west-half of the southwest quarter of section 5, in township 2 north and range 9 east of Mount Diablo base and meridian, and near the town of Bellota, in this county; and if the jury believe on the evidence that there was a road called the Mokelumne Hill Road used by the public as a public highway running across this land, and that said Showers, on or about the year 1862, and while he was the owner and in the possession of said land, and while said road ran across said land and was used by the public as a public highway, fenced out a strip of said land, including such traveled road, to be a public highway and as a part of said Mokelumne Hill Road, and said dedication was accepted, then, after such acceptance said part of said land was fenced out and became a public highway; and neither said Showers nor his successors in interest, nor any one else, had a right to maintain a fence on any portion of said land so dedicated as a public highway; and it is no defense for the person erecting or maintaining any such fence that the portion of said land which had been so dedicated as a public highway, on which said fence was erected or maintained, was no longer necessary for a public highway or had not been used as such for many years, or was in fact a water-course.

"Neither this court nor this jury has a right to say that a portion of a public highway once legally established ceases to continue to be such solely because unnecessary or unused as such, or because it had become a part of a water-course. The Legislature of this State has conferred upon the Board of Supervisors of this county general supervision over the roads within the county, and to abolish or abandon such parts thereof as are not necessary."

From the instructions of the court above given it will be seen that no formality is necessary for the dedication of a strip of land as a public highway; only the intention of the owner, as indicated by his words or acts, is necessary. This settlement of the case superseded the necessity of any further prosecution of several other suits of a similar nature that had been instituted, and the indications are that all litigation in this line is ended.



CHAPTER VIII.

"MAY Providence deliver us from a boom, if the experience of Los Angeles, San Diego and many other points is worth anything," is the prayer of the denizens of San Joaquin County, and a sensible desire it is, if by the term "boom" is meant the rise of real estate to fictitious values. The people of this valley proceed upon the principle of steady and substantial growth, and consequently neither they nor their Eastern friends are disappointed. Disastrous financial depressions do not occur here.

California is often poetically alluded to as the "land of golden promise." Is is not a land of *performance?* In what has it failed? Gold? Grain? Fruits? Vegetables? And these are the four great sinews of the State that ever made any "promises." Although San Joaquin County was never a gold region, it has the other three sinews in perfection.

The development and wealth of San Joaquin County are steadily growing. Of the 873,195 acres in the county, all but 20,000 or 30,000 acres were upon the assessment roll in 1886. This county, both by rail and water, is as convenient to the markets of the world as any other point in the State.

VARIETIES OF SOIL.

Upon the west side of the San Joaquin river in this county there is a body of land from eight to ten miles in width and twenty-five miles north and south, which in favorable seasons has produced extraordinary crops of wheat. The soil is a deep, sandy loam, in many places from thirty to forty feet to the hard pan, and with a supply of water it could be made the most productive and valuable land in the county. Owing to the great depth of the soil and its location at the eastern base of the Coast Range, it suffers from the effects of drouth more than the land located where the topography of the country is more favorable for securing the maximum of rain-fall. It is a noticeable fact that upon the Pacific coast the heaviest rain-fall occurs upon the western slopes of the mountain ranges, the storm clouds floating inland from the ocean, seeming to be bereft of their moisture as they pass over higher elevations. This large body of land is an important portion of San Joaquin County, and must eventually be furnished with means of artificial irrigation from the San Joaquin river, which in seasons when irrigation is necessary to secure the growth of vegetation pours its torrents of water past the land to the sea.

The red lands in the eastern part of the county have proven good average wheat land, but when properly worked is very profitable in fruits. It varies in depth, but the most of it is strong, enduring soil. It is especially good for plums

and prunes. Windmill irrigation for fruits has been a great success here.

Loam lands are found both in the northern and southern parts of the county. The whole Mokelumne river basin is a magnificent body of this kind. It is sandy and deep. A great part of it is the finest sort of garden loam. This is the "live-oak" country, so called from the live-oak tree growth covering it. There is no land in the State better adapted to small diversified farming than this. It is easily worked, and is unfailing in the production of crops. For twenty years the chief product of the "live-oak" farmer has been wheat. But the more wide-awake husbandman has not lost the opportunity to demonstrate that for table grapes, almonds, apricots, pears, prunes, peaches, figs, and for all kinds of small fruits such as raspberries, strawberries, blackberries, currants, etc., this soil cannot be improved upon.

A great reservoir of water extends under the loam lands, and is a never failing supply of water to this district. Whether the year is ununnsusally dry or unusually wet, no difference is discovered in the under-ground water level. Its source is in perennial and eternal fountains. A three-inch well, bored to the depth of twenty-five feet, affords an inexhaustible water supply the year around. The prevalence of pleasant, tempered winds from the coast during the summer months, encourages the erection of windmills for irrigation purposes throughout the district. A number of ten, fifteen and twenty acre fruit and vegetable gardeners in the vicinity of Lodi, are doing a good business, annually netting the industrious proprietors from $150 to $250 per acre. These gardens are irrigated mostly by pumps and windmills. Two six-inch wells are sunk eight or ten feet apart. Pump plungers are inserted into the galvanized-iron casings of these wells, and are worked by a walking-beam, pivoted between the wells. A sixteen-foot windmill or an ordinary horse-power will operate the contrivance, and lift from five to ten thousand gallons per hour, sufficient to irrigate a ten-acre garden thoroughly. These loam lands along the Mokelumne are valuable, yet can be bought for from $45 to $60 per acre. As old methods of farming give way to better ideas, this section will develop and improve with great rapidity.

Along the Mokelumne river are to be found thousands of acres of rich bottom lands, luxuriantly productive without irrigation. Everything planted there has made prodigious growth. Four crops of alfalfa, making six to eight tons of splendid hay per year, are usually taken from it; corn, sixty bushels, and barley fifty bushels to the acre, are averaged. Hops, patatoes and fruits, and all sorts of garden products grow luxuriantly.

The black adobe lands are strong and rich, the heaviest requiring double the horse-power to break them, but notwithstanding they are the most valuable They have generally been adapted to grain but are easily irrigated and produce the stone fruits well. It is abundant in the vicinity of Stockton. (See Chapter I for further particulars).

EARLY MINING PERIOD.

Previous to 1851 the County of San Joaquin was considered good only for grazing and hunting. There were immense herds of cattle and some horses ranging the valley under the restraint only of the vacaro. The old Mexican custom of the rodeo still prevailed, and was practiced for a few years later. The rodeo ground was the place where the ranchero or stock-raiser gathered all the stock which was found grazing within his boundary lines. There was a stated day for these gatherings once in each year; and all the owners of stock from the surrounding country came to the rodeo, selected their estrayed cattle, and drove them to their own grazing grounds, leaving what could not be identified by claimants, to become the property of the owner of the rodeo, who branded them accordingly.

The soil of the valley had never, with but two exceptions, received into its bosom the plow of the civilizer. Ages had passed by; generations of red men had been born and passed away;

nature had planted the grasses and flowers, and the soil had brought them forth again. For successive centuries the elk, grand in his untamed strength, the deer, in his primitive beauty, the antelope, in its graceful action, had taken possession of a land to which nature had invited them. The coyote, the grizzly bear and the mountain lion had found a place that nature had seemed to have created for them, and the Indian had been "monarch of all he surveyed."

Such was San Joaquin County previous to 1851; but the sleepy centuries had been awakened to learn that the time had come when the harvest was to be gathered which the ages had been preparing for the coming man. Time in his flight had reached the point where the change was to come; gold had been found where nature in her bounty had deposited it; that had created an influx of immigration which, like a tidal wave, moved toward the Pacific slope, and with it had come the artificer, the student, the mechanic, and the husbandman, all seeking sudden wealth, and looking to a speedy return to homes left in search of the shining metal. With this immense influx came necessities for the support of this suddenly populated region, and no supply being produced from the soil to meet it, prices raised with the necessity; money was often more plenty than bread.

Under this combination of circumstances the far-seeing turned to the valleys and said, We will dig for gold with the plow, and reap it in the harvest of grain; this soil, which does not hold the metal, holds that which will draw it from the hand of the one that is fortunate, as well as those who are not; for all must eat to live. Here in the plains lies the financial lever that, properly applied, will move the wealth of the mines into the valleys. Such men located to stay, and are here now to enjoy the fruit of their forethought.

Others, unsuccessful in their search for gold, disappointed and heart-sick, scattered through the lower country, selecting places not so much with a view to farming as a desire to seclude themselves from the outside world, that they might forget the far-away home, to which pride and a want of means prevented them from returning. A few of these are still in the country, and are now thankful that seeming destiny forced them to acquire some of this valley when it was apparently of little value.

For other and various causes, the little cabins sprang up here and there over the country, first along the streams, and, as the apparent choice localities were taken up, further back, until today, San Joaquin County has become the garden of the State.

In Castoria Township eighty acres of wheat were sown in the fall of 1846, from which there was no yield. There were a few, some sixteen, acres of wheat sown by Joe Bussell, in 1847, near Lindsay's Point, that was not cut. With these exceptions, there was no grain sown in this county up to 1851. In that year W. L. Overhiser raised sixteen acres of barley on the Calaveras, north of Stockton, and harvested the same. Mr. Sargent also raised between forty and fifty acres, on the ground where Woodbridge now stands, and harvested it, although the winter was one of the driest ever known in the State since white occupation, there being only 4 71–100 inches rainfall. He obtained a yield of about ten bushels to the acre. These were the only fields of grain cut in the county in 1851.

The next year, 1852, considerable barley was raised in the county. R. C. Sargent and W. L. Overhiser each harvested sixty acres; a number of other parties also raised grain. The assessor's returns for San Joaquin County, of that year, give 4,001 acres as the amount that was raised; from the same report we learn that there were produced that season: 5,145 bushels of wheat; 111,489 bushels of barley; 1,625 bushels of oats; 1,245 bushels of corn; 42 3-10 tons of potatoes.

The mode of cutting the grain was principally with the cradle, one of which could be had by paying $150, the present price being $4. Wm. McKee Carson owned the only threshing-machine and reaper in the county. R. C. Sargent imported one of each, the succeeding year of 1853.

RECLAMATION OF SWAMP LANDS.

Lessons from the older eastern States, and even from the Old World, began to be reduced to practice in this county in due time, and the work is still progressing with profitable results; and the area for this great industry in this county is considerable. A knowledge of the most effective methods of accomplishing the reclamation of these lands, which we have no hesitation in saying are the richest in the world, has been acquired only by years of patient and costly experiment; and experimentation seems to be still going on. The fresh-water tide lands of the State occupy an area of 350,000 acres or more, all of which has a fertility three or four times that of up-land when thoroughly free from the encroachment of floods. The reclamation problem has been made one of the special lines of investigation by the State engineer, and his report has thrown light upon a vexed question in which the world takes a deep interest. These lands present a vast field for enterprise and capital. The returns of yield in the staples of wheat, barley, potatoes, corn, fruit, vegetables and every manner of produce which a fertile soil, ample moisture and stimulating sunshine can bring forth, show such astonishing figures that the cupidity of men is excited at the very mention. The reclaimed lands on the Sacramento river have for years supplied the markets of San Francisco with a large share of the fruits and vegetables there consumed, and no manner of cultivated plant, tree or shrub that flourishes in any part of the United States, has yet been found to fail when tried on these lands, while they usually flourish with an extraordinary growth seldom equaled elsewhere.

The amount which has already been expended in the reclamation of tule lands in this State cannot be estimated, but it has undoubtedly been several millions. In this county alone $1,000,000 would not cover the cost.

The plan adopted for subjecting the land to cultivation, varies with the varying qualities of the soil. In some parts, where sediment predominates in excess of the vegetable matter, one of the methods successfully used, is to burn off the tules when dry, turn over the sod with plows that cut the roots off squarely, and after a few weeks' exposure to the sun, burn the sods. It has been found that the roots burn out entirely, leaving the sedimentary soil as finely pulverized as a flower garden. Treated in this manner, the soil is at once ready for a crop, and requires no further plowing or pulverizing. The first plowing costs about $4 to $5 an acre, and the burning about $1 per acre. This treatment would, however, be ruinous to that class of peaty soil where the vegetable element predominates, and much of this class of land has been spoiled by fires which have burned out all the substance of the soil down to the water level. The necessities of cultivation on this class of land have called forth agricultural implements specially adapted to them. The tule plow must not only have a cutting edge as sharp as a knife, but be shaped so as to turn the tough sods completely over. The subjugation of the peaty land is accomplished by various devices, the most successful of which is a spiral cutting knife, winding about a cylinder three feet in diameter. The knives are about four inches apart on the cylinder, and cut the sods up into strips. Other implements specially adapted to this class of land are in use.

The tule islands have a brilliant future. It is not enough to say that they will soon be the gardens of the State. They will be the source of supply for all manner of textile fabrics, and it is not an extravagant prediction to foretell the erection in Stockton at no distant day of enormous linen factories, silk factories, jute factories, beet-sugar factories, and other undertakings of a similar and equally possible nature, deriving their raw materials from island grown products, all of which flourish on these lands as though indigenous to the soil.

To the enterprise of such men as M. C. Fisher, Haggin and Tevis, General Williams, and R. C. Sargent, who as pioneers have risked unlimited capital in this work, the State is indebted beyond estimation. The popular cry

against the "land-grabber" and "monopolist" is a futile shaft when levelled in a direction where nothing could be done without large aggregation of capital. They merit all the profits which they hope to gain, and deserve more honor and credit than an ungrateful public is likely to give. They are striving to redeem a howling waste to fruitfulness and fertility. May they succeed! for, wishing them success, we but repeat the wish, "Let Stockton flourish," as, fed and nourished by such resources as these, flourish she must and will.

In the northwestern portion of the county is a large tract of land originally considered of little value because of its swampy character. When the country was first occupied by Americans it was wholly covered with a growth of tules and flags, and subject to overflow at every rise of the water in the San Joaquin and its tributaries. It is only within the last ten years that intelligent and comprehensive efforts have been made to reclaim this land, but the result of the work already accomplished is very encouraging. Thousands of acres of this kind of land are now producing bountiful crops of wheat and barley, which but a few years ago were but impenetrable bogs of tule and flag.

By the construction of substantial levees to protect from overflow, the land is made dry and susceptible of cultivation, and its capacity for production is greater than any other variety of land in the State. All kinds of small fruits and vegetables have been raised in abundance without irrigation, and the aggregate value of the products of this region of country will be enormously increased, when the extensive schemes of reclamation now in contemplation and partially carried out shall be fully completed.

Good and sufficient levee protection, under proper management and with the use of the many improved appliances for handling dirt, can be built at a cost of about $5,000 per mile. For the purpose of estimating the cost per acre, it may generally be recognized that most of the unreclaimed swamp lands of the valley can be put in a state fit for cultivation with an average of one mile for each 200 acres of land inclosed. This is indeed an extreme allowance, for frequently 300 or 400 acres would be a fair proportion; but taking the top figures, the cost of thorough reclamation, if understandingly set about, will not exceed $25 per acre

The value of well reclaimed swamp lands is now thoroughly appreciated, and beyond question of a doubt there remains a splendid field for enterprise and capital in the reclamation of a good deal of hitherto untouched land in this region. Owners of considerable tracts of swamp lands in this county have realized as high as thirty dollars per acre from their land, by leasing it to parties who would cultivate it for a share of the crop. The renters, at the same time, have also been well paid for their labor.

The total area of the swamp and overflowed lands of the San Joaquin County is about 250,000 acres, of which about 100,000 acres have been effectually reclaimed.

Hundreds of miles of extensive levees have been constructed for the reclamation of this character of land, and many thousands of dollars expended for that purpose, but the investment is regarded as a profitable one, and the work is being continued. The time is therefore not far distant when the overflowed lands of this valley, which it is possible to reclaim, will be brought under cultivation. It is estimated that during the year 1882 at least 1,000,000 bushels of wheat and barley were raised upon land in San Joaquin County, which, less than ten years previously, was overflowed the larger portion of the year, and was generally inaccessible except by boats. This kind of land necessarily improves by cultivation, and it requires several years to fully demonstrate its producing capacity. As the tule roots decay and the native weeds and grasses are killed by thorough cultivation, the soil is easily worked, and found to contain all the elements necessary for the growth of almost every agricultural product raised in the most favored districts of the globe.

It is a notable fact, that little of the thor-

oughly reclaimed lands is offered for sale, as the owners are fully satisfied with the returns, and believe that the investment is a profitable one. Tracts of unreclaimed land susceptible of reclamation, owned by parties who are indisposed to expend the money necessary to make them productive, can, however, be still purchased at reasonable rates, and it is doubtful whether there are better inducements offered in any locality, for the investment of capital, than can be shown to exist in the prospective profits to be derived from the purchase and thorough reclamation of this character of lands adjacent to the San Joaquin river, in this county. Some of the shrewdest capitalists of California have already invested largely, and although it requires time to make the reclamation perfect, and thereby guarantee a sure profit from the productions of the land, the success attending efforts already made is incontrovertible.

The location of lands adjacent to the navigable channels, enables the products to be cheaply transported to market.

Concerning the principal early experiments in this county, the following paragraphs are clipped from the *Independent*, of 1878:

"Union Island, lying between the old and middle channels of the San Joaquin, containing in round numbers some 45,000 acres, principally owned by General T. H. Williams, has been the great field of experiment and research in swamp-land practice, and great interest has necessarily attached to the progress and development of the work carried on there.

"Wherever practicable, that is, wherever the material employed was entirely sedimentary, the levees have been built entirely by means of horse scrapers. General Willlams has thoroughly recognized the futility of any half-measures, and the sedimentary levees at the head of Union Island are probably the most thorough, or nearly so, of any work done in the State. One line has been given a crown-width of eighth feet, with a slope of three to one on either side and a height varying from seven to ten feet. The extreme crown-width was intended to furnish a roadway for the island-traffic; a perfectly harmless, indeed, probably commendable, practice in dry weather, but one open to grave challenge in winter-time, and now, we believe, entirely vetoed in Holland and the vicinity of the Mississippi.

"Below the sediment line, General Williams' procedure has been entirely original, and whilst variously criticised by outsiders, contains, we believe, the solution to the question, How to levee in peat lands? Double retaining walls, carefully built up of peat sods, have been carried along the line, and the space between them filled with sand pumped from the river bed. The machines used for this purpose were of different construction, the principle of one, the invention of Mr. Denison, being a vacuum pump, the vacuum being obtained by the usual steam jet and condenser, and the other, designed by Colonel Von Schmidt, a huge centrifugal pump with an auger attachment, working at the bottom of the suction pipe. The only point of objection to either of these machines is that their effective working is limited at present to sand, to the rejection of clay or more retentive material. The experience of the past winter, however, shows that the sand is by no means the treacherous material when thus employed that skeptics had been disposed to think it, and if we might venture to criticise the combination levee on Union Island, we would say that it comes nearer to entire success than anything heretofore attempted, and could only have been improved upon by preparing a peat foundation for the sand, and, perhaps, being careful to avoid any joint or overhang in the retaining walls, but rather to carry them up as a uniformly well-bonded, homogeneous mass.

"The lower end of Union Island was overflowed this year; not as we believe from any defect in General Williams' work, but entirely owing to the obstructive action of some adjoining proprietors who refused anything like co-operative action.

"Roberts Island, separated from Union Island by Middle river, and lying between Middle

river and the San Joaquin proper, contains some 64,000 acres of land. The largest individual owner is Mr. Morton C. Fisher, who owns some 15,000 acres of the upper end of the island, and who owns the controlling interest and is the managing director in the Glasgow California Land Company, owning some 40,000 acres in the lower division.

"The reclamation of the upper portion was completed two years ago, and cost $140,000 for the 22,000 acres reclaimed, making an average of $6.50 per acre. The lower end reclamation works that have been in progress for the last year are completed; 36,000 of the 42,000 acres in the lower division have been reclaimed by these works, at a total expense of $350,000, or about $10 per acre. This is considerable more than the cost of the upper half, as there were more and greater obstacles to overcome, the dam on one slough costing $25,000. Here, as on Union Island, the entire sedimentary work was done by horse-scrapers, the levee being carried to a nine-foot grade with slopes respectively of three and two to one.

"As the material becomes more vegetable in character the slope is gradually reduced, until, in the peat formation at the lower end of the island, the sides of the levee are nearly vertical, but the width of crown is increased to from twenty-five to thirty-feet. The nine-foot fill ruled nearly all round the island, so that a very massive and expensive levee was the result.

"We believe the proprietors have it in contemplation to proceed now to give all the peaty levee a coating of from two to three feet of sediment and clay from the river-beds. Material is to be disintegrated with a species of pug-mill, and sufficient water added to allow of its being forced, as in the Von Schmidt machine, through pipes on to the levee. The expense of subduing the soil and extirpating the tule roots is about equal to that of reclamation; so that when the lands were fitted for cultivation it was found that the upper and lower divisions costs about $12 and $20 the acre respectively. A bird's-eye view of the division is given in this work, from which an idea of the magnitude of this work can be gathered.

"Bouldin Island, above referred to, contains 6,497 acres of land, of which about 4,000 are in cultivation this year. It lies at the junction of the Mokelumne with the San Joaquin river, in San Joaquin County. The land yields two crops per year, one of grain and one of potatoes; of the former (barley) from fifty to sixty bushels, and of potatoes 150 to 200 sacks per acre.

"It is owned by the members of the Pacific Distillery Company of San Francisco, who have this year completed a very excellent and well-planned reclamation. The scheme of the proprietors is to devote a large portion of the island to growing potatoes for distillery purposes, potatoes yielding on these lands a certain crop.

"Staten Island, immediately north of Bouldin Island, lies between the north and south forks of the Mokelumne river, about five miles above its junction with the San Joaquin, and forty miles below or northwest of Stockton, and contains 9,194 acres of land. It was first leveed in 1873; the levees were soon afterward enlarged, and all the land put under cultivation. The cost of reclamation was $28 per acre. The land there is peculiarly rich, yielding two crops per year, and in favorable seasons as high as seventy-five to eighty bushels of wheat, a ton and a half of beans, 2,150 sacks of potatoes.

"Fourteen miles north of Stockton, a large tract of tule land, owned by the Sargent brothers, between White's slough and the Mokelumne river, were reclaimed by them. Their first levees, along the banks of Sargent and Island sloughs, were found inadequate, and they had to buy up a large extent of land from those around them who were too slow to co-operate, and levee on a much larger scale, which they did with the most signal success."

IRRIGATION.

As an appropriate introduction to this subject, we quote the following remarks from the last report of the Surveyor-General of this State:

"There is a question now agitating the peo-

ple of the State which is, perhaps, of quite as much importance to the well-being and prosperity of the country as the settlement of questions relative to the titles and locations of Spanish land grants; and this is the question relative to the use of flowing water for purposes of irrigation. The water of flowing streams is to the earth what the blood in the veins and arteries is to the animal system: one giving life and energy to the body, and the other fruitfulness to the earth.

"In England, where the earth is watered by frequent summer showers, and the soil moistened by ocean fogs, water for the public use is not a thing of so much importance as it is in those arid regions of the earth where it seldom rains, and where, without irrigation, the earth would be a barren desert without human habitation. Therefore, the framers of the common law of England, not being taught by necessity the importance of providing for the common use of the flowing waters of the country, gave the same to the owners of the land bordering the stream.

"For the reasons above stated, this law has for centuries, perhaps, worked no hardship or injustice to the inhabitants of that country; but, from the nature of things, it is manifest that laws, which in one country might be beneficial or harmless, in another, surrounded by different conditions, would be utterly ruinous. The inhabitants of all arid countries being impelled by their needs have, from time immemorial, given much attention to the laws regulating the public or common use of flowing waters.

"Spain and large portions of Spanish America being naturally arid and subject to protracted droughts, it has been found necessary to make very stringent laws and regulations relative to the distribution and common use of flowing waters. Hence, many laws on this subject are found recorded in the *Partidas* and *Recopilacion de Indias*, and, besides, learned essays and reports on the same subject. The jealous care with which the Spanish laws have from the earliest times granted such common rights as pertain to the use of waters, is shown by the *Partidas*, which declare: 'That the *ribero del mar* (sea beach), the space between high and low tide, cannot be granted to any person, nor can the exclusive right to the use thereof be conceded to any one whomsoever; but, that all shall have a right to use the same,' in other words, that it should be reserved for public use.

"In view of this ancient law, the territorial deputation (legislative) of California passed a resolution in 1835 authorizing grants of 100 vara lots to be made in Yerba Buena (now San Francisco) 200 varas back from the shores of the bay; thus reserving for public use the *ribero*, or sea beach, as required by the laws of the *Partidas*.

"The *General Regulations*, published in the city of Mexico in 1761, declare that *la regalia* is a certain *derecho de imperio* (imperial right) which pertains to the sovereign in certain things, among which are waters, lands, and mines; that only to the prince, and to no one else, belongs the power to distribute the waters. That with respect to New Spain, His Majesty has conceded the most ample authority to the viceroys and presidents of the Royal Audience, to the end, that in conformity with the laws and regulations relative thereto, they should make grants of lands and water as of things pertaining to the royal crown.

"From the foregoing extracts it is seen that to the king alone, or to his delegates, belongs the power to grant and distribute lands and the use of flowing waters in the countries of New Spain. The customs of the inhabitants of New Spain induced them to live in pueblos, or villages, around and in the neighborhood of which were located their small plantations, on which were produced their cereals, fruits and vegetables.

"These pueblos were located on lands bordering on flowing streams furnishing sufficient water for irrigating the lands occupied and cultivated by the inhabitants of the pueblo, the

stock farms being on lands that were not susceptible of irrigation, and were only fit for grazing. Pueblos were established under the laws of the Indies, and to the ayuntamientos (town council) thereof were delegated certain powers, such as the granting of *suertes* (planting grounds) and *solares* (house lots) to settlers, and the establishing of regulations for the distribution of the flowing water required for irrigating the sowing lands of the pueblo. There being no cultivation on the stock farms, no irrigation was required, the only water needed on such establishment being what was required for the use of the stock occupying the same; hence, such lands were called *de abrevadero* (a watering place for stock).

"Had the territory of Spanish America been divided into small farms, as is the prevailing custom among English-speaking people who carry on agriculture and stock-raising in the same rural establishment, then the same laws and regulations relative to the use of flowing waters which control the government of pueblos would doubtless have been enforced with regard to the use of water on farms or ranches.

"The municipal laws and regulations of pueblos, relative to the distribution and use of water, were exceedingly stringent, the doctrine being that the water belonged to the land, and that it should be so used as that the soil should be forced to yield the greatest possible product of what is required for the support of man. Under these laws, an officer was appointed by the town council, whose duty it was to attend to the distribution of water on the irrigable lands, and to see that no portion thereof, which was under cultivation, should lack its needed supply.

"So strictly were these laws enforced, that if the owner of a lot in cultivation should fail, from neglect or inability, to irrigate his land when his growing crop required water, the officer in charge of the distribution of the water was required to employ some one to attend to the matter, in which case the owner of the lot and crop was charged with the expense of irrigation; the principle established being that in any event productive land should receive the amount of water to which it was entitled, so that it might yield the fruits in which all the inhabitants of the pueblo had a common interest.

"The eleventh section of the act of Congress of March 3, 1851, 'to ascertain and settle the private land claims in the State of California,' provides 'that the commissioners, therein provided for, and the district and supreme courts, in deciding upon any claim brought before them under the provisions of that act, shall be governed by the treaty of Guadalupe Hidalgo; the laws of nations; the laws, usages, and customs of the government from which the claim is derived; the principles of equity, and the decisions of the Supreme Court of the United States, as far as they are applicable.' (Fremont *vs.* United States, 17 How. 553).

"In the same case, on page 557, the United States Supreme Court says: 'It is proper to remark that the laws of these territories under which titles were claimed were never treated by the court as foreign laws, to be decided as a question of fact. It was always held that the court was bound judicially to notice them as much as the laws of a State or Union. In doing this, however, it was undoubtedly often necessary to inquire into official customs and forms of usages. They constitute what may be called the common or unwritten law of every civilized country.'

"The following is the language of the late learned Caleb Cushing: 'By the laws of Spain and of the Mexican Republic, grants of land on the banks of a river extend to the edge of the stream (*filum aquæ*) if it be navigable, or to the middle of the river bed (*alveo*), if it be innavigable.'

"Thus, in the case of two properties, situated on opposite sides of the river, each proprietor is entitled to the ordinary riparian rights of use and improvement on his side, and to the use and take of water for the purpose of irrigation or for mills. If the river be innavigable, the opposite riparian proprietors own to the middle of

the river bed, according to the extent lengthwise of the river, of their respective properties on the river bank; and if it dry up—as happens to many rivers, either temporarily or permanently—they may occupy the river bed as appertinent to their respective riparian properties.

"Under the regulations of 1761, there was what was called 'La servidumbre del aquaducto,' that is, the right of a person to conduct water over the property belonging to some one else to irrigate his own land.

"All laws originate from the necessities of man, and from the conditions and circumstances of the country which they are intended to govern. England being a country with a naturally moist climate, and abundantly supplied with rain, the common law made no provision for watering the earth by irrigation, because it was never required.

"A large portion of Spanish America being arid, in order that the earth might produce the fruits required for the support of its inhabitants, it was found necessary, in framing laws for the government of the country, to make provisions for supplying the soil with the needed water; hence the doctrine of these laws, that the waters of flowing streams belonged to the sovereign of the country, and not exclusively to the owners of the lands bordering the streams, the sovereign authority distributing the usufruct of these waters in such a manner as that all fruitful soil might receive its equitable share, to the end that the earth might be made to produce food sufficient for the inhabitants thereof.

"Since all law springs from the requirements of man, the more universal and urgent the need of the law the greater will be the attention given to, and the labor bestowed in, the framing thereof. For this reason we find that the Spanish laws of the Indies, and the regulations established in Spanish America, with respect to the use of water, are, like the Spanish mining laws, far more perfect than are the common laws of England with regard to the same matters, since they are the result of centuries of such experience as springs from necessity.

"From the foregoing it is seen what were the laws, usages and customs of the Spanish and Mexican Government, with regard to the use of water for purposes of irrigation. It is also shown that the act of Congress of March 3, 1851, declares that the commissioners appointed under said act, in determining the rights of claimants under the Government, shall be governed by the treaty of Guadalupe Hidalgo; the law of nations; the laws, usages, and customs of the government from which the claim is derived; the principles of equity and decisions of the Supreme Court of the United States—and that the Supreme Court says, in the Fremont case, that 'the laws of these territories under which the titles were claimed were never treated by the court as foreign laws, and, also, that the court was bound judicially to notice them as much as the laws of a State or Union;' and that they constitute what may be called the common or unwritten law of every civilized country. It is manifest, therefore, that under the foregoing provisions and decisions, all water rights which had accrued to lands granted by the governments of Spain and Mexico are bound to be protected by the laws and courts of the United States; and since it has been shown that wherever lands were used for agricultural purposes under the former governments, these laws were enforced, it is but fair to presume that if the same agricultural habits and customs had prevailed among the inhabitants of California under the former government, these laws or usages would have been observed in the rural districts of the country the same as in the pueblo establishments, in which it was the custom of the inhabitants of the country to reside, as has been shown.

"If it be determined by the courts of California that the wise and judicious laws of the former governments of the country relative to the use of water are only applicable to rights which accrued under grants given by said governments, and do not affect those portions of the State in which at the date of the treaty of session no grants had been made, and that,

therefore, these portions with respect to riparian rights are now to be controlled by the principles of the common law, it is manifest that for the well being and prosperity of the agricultural interests of the country the law be so modified as to give such encouragement and protection to agriculture as was given by the laws of the former governments of the country, or such as may be better fitted to our civilization and modes of life and progressive knowledge in agriculture."

IRRIGATION IN SAN JOAQUIN COUNTY.

The question of irrigation had for a number of years agitated the minds of the land owners through the southern portion of the county until finally the question began to take on the semblance of something more than hope deferred, that "maketh the heart sick." Those who had wished for the result, began to adopt means to produce the same, and we find, as a consequence, that in June, 1871, James Marsh, Andrew Wolf, Austin Sperry and S. Dunham commenced a survey, with a view of ascertaining the probable cost and feasibility of bringing water from the Stanislaus river over the country, to the vicinity of S. Dunham's farm, near Farmington. They found the scheme practicable, but also learned that the cost would be so great that it would not be advisable to attempt the enterprise at that time.

For six years the old question was laid away in memory's storehouse, to be brought forth on slight provocation and aired; and when the dry summer came, the farmers looked away towards the foot-hills in Calaveras, as looked the wandering tribes of Israel towards Canaan, praying for rain, and hoping against hope that some one would furnish capital and bring from those hills the water that would make the parched plains smile like the perennial gardens. Finally, in April, 1877, an organization was perfected with an actual subscribed capital of $33,500. It was a stock company with 2,500 shares, and the organizing trustees were: S. Dunham, President; David Young, Vice-President; N. S. Harrold, Treasurer; E. O. Long, Secretary; J. F. Harrison, W. O. Robison and J. C. Hoult.

The Mokelumne Ditch & Irrigation Company was incorporated in 1876 for the purpose of taking out water for agricultural, mining and manufacturing purposes at a place called Winters' Bar, about two miles above Lodi on the Mokelumne river. The original incorporators were S. V. Tredway, David Kettelman, R. C. Sargent, C. R. Ralph, James A. Ellison and Jas. Spencer. Tredway was president and Spencer, secretary. At the date of the incorporation the capital stock was fixed at $100,000, and since then it has been increased to $300,000. Soon after organizing they commenced the prosecution of their work and continued it until they had a stone dam partially completed at Winters' Bar. Then the work remained stationary for about ten years, namely, until the spring of 1887, when parties living in San Diego County purchased a controlling interest, resumed work and completed the dam in the spring of 1888. This dam is 294 feet long on the surface, thirty-four feet high, and seven feet thick at the top. Headgates were put in with a capacity of 30,000 miners' inches* of water. A new survey was made in the fall of 1887 and the line located. As soon as the works are complete they will irrigate 120,000 acres of land, which is the territory embraced in the system, and this includes 40,000 acres north of the Mokelumne river and 80,000 acres south of it. At present Senator B. F. Langford is the president of the company and Charles W. McMaster the secretary, whose office is in Lodi.

In the West Side Irrigation District is Tulare Township, a large extent of country particularly subject to amelioration by reclamation and irrigation. While the rainfall is very small in quantity in that section of the county, the mountain streams and reservoirs to the west and southwest are peculiarly accessible.

Indeed, the whole of the San Joaquin valley can be irrigated from Tulare lake. In 1870 a stock company was formed in San Francisco to

* A miner's inch of flowing water is the amount that will run through an aperture an inch square under a one-inch head.

supply by ditch the farmers of the San Joaquin with water, and the farmers subscribed to the enterprise to the extent of $1 an acre on condition that the work be completed within three years; but the company failed to comply with their part of the contract, and the residents of course refused their subsidy.

The Weller Ditch Company furnishes the central section with a small but never failing supply.

The San Joaquin valley now has the best and most extensive irrigation system in America.

ARTESIAN WELLS.

There are at present ten or twelve artesian wells in the county. Water is generally found at a depth of 1,000 feet which will flow to the surface. Of the wells which have been completed up to 1886, the majority were eight inches in diameter. George S. Ladd was the first in the county to bore a well to tap the deep subterranean reservoirs from which a supply of flowing water was obtained delivered sufficiently above the surface to be carried over his land wherever needed for purposes of irrigation. His well was completed in 1880, and a supply of water of about 15,000 gallons per hour secured. Large reservoirs were constructed into which the water is run and from thence conducted over the land in ditches. The water supply thus obtained has been found sufficient to supply the necessary moisture to render the whole tract of 200 acres extremely productive, and also make it possible to grow an almost unlimited variety of products. Upon the farm of Mr. Ladd, which up to the time the well was completed had been principally devoted to grain-growing, there are now flourishing orchards, vineyards and large gardens, and the following is but a partial list of the products raised and marketed during the season: Pears, apricots, peaches, apples, cherries, almonds, raisin, table and wine grapes, strawberries, raspberries, blackberries, onions, sweet potatoes, Irish potatoes, beets, watermelons, canteloupes and squashes. A portion of the tract is still cultivated in cereals and a portion in alfalfa, but each year the area of the orchard and vineyard is increased, and as the adaptibility of the locality to produce profitable crops of any particular variety is ascertained more of such crop is cultivated. The profits derived from this tract are very satisfactory to its fortunate owner, who has never regretted the expenditure made to secure a flow of artesian water upon his farm.

Dr. C. Grattan, who owns a tract of 500 acres four miles east of Stockton, also has an artesian well, the water of which is now being used for irrigation, and he is making large additions to his orchard and vineyard.

Zignego & Co. about a mile from the northern boundary of Stockton, also have a fine flowing well and have planted a large orchard and vineyard and use the water for irrigating portions of their land which are cultivated in vegetables and other crops that require artificial irrigation.

J. D. McDougald has a well upon a large tract of land which he owns, about three miles south of Stockton, which gives a large flow of water, and it is also used for irrigation of land devoted to vegetable growing and general gardening purposes.

W. L. Overhiser was one of the first farmers to sink wells for irrigating purposes. The water is pumped by steam power from four wells about 100 feet deep at once, which yield a continuous flow of about thirty-six miners' inches of water; the pumps used have five-inch valves, and are worked by a twelve-horse-power engine that consumes one-fourth of a cord of wood in ten hours.

This is the first attempt of the kind to use steam for hoisting water for irrigating purposes in the county; and the experiment will be watched with interest by the citizens. Will it pay? is the question to be solved.

James C. Smith, who owns a large tract of land two miles north of Stockton, has at present about eighty acres rented to persons who cultivate it in fruit and vegetables. The water required for irrigation is raised by windmills, and

one mill furnishes sufficient water to supply ten acres of land. The cost of digging the well and erecting a mill of sufficient capacity to do this work does not cost as much as $200. The remarkable productive capacity of San Joaquin County lands is clearly shown upon this farm, where fruit of different varieties,—peaches, apricots, plums, cherries, quinces, apples, blackberries, raspberries, strawberries, currants, grapes, etc.,—are grown for market, and also all kinds of vegetables, as cabbages, turnips, beets, radishes, rhubarb, egg plant, onions, carrots, sweet and Irish potatoes, etc. On most of this land two crops and sometimes more are grown the same season. This land is leased at an average annual rental of $26 per acre, the leases to run ten years, and the renters are always anxious to renew their leases at the expiration.

GRAIN RAISING.

After the first flush of gold excitement had somewhat abated, the raising of the cereals was naturally the first industry that would be taken up; and this has proved so profitable that the farmers, especially the "old-timers," are reluctant to change to other crops. Soon after the inception of this branch of agriculture the grain trade became a leading business of the city. During the mining era this section was an importer of breadstuffs, and even after flour mills were here erected the wheat to supply them was imported at first from Chili, South America, and afterward from the bay and coast counties of Sonoma, Solano and Napa. During the year 1857 wheat was brought here from Solano and Napa counties, and hauled to Bell's flour mill near Sonora, there to be made into flour, for the supply of the mining camps of that locality. Up to that time most of the wheat ground in the mills of Stockton was also brought from the bay counties. During the year 1858, however, a small surplus of wheat was produced in this county, and the business of dealing in that product by others than those engaged in the mill business was first commenced.

J. D. Peters, still a prominent business man of Stockton, was one of the first to engage in the business. He had previously been conducting a forwarding business, and his first ventures in wheat were in purchasing the limited quantities required to supply the small mills near Sonora, and transporting the same from Stockton to its destination. His first purchases of the surplus product of this region were made to supply the local demand and mills in San Francisco and Sacramento. In 1858 a small steamer was put on the route between Stockton and Sacramento, making three trips a week between the two places, and her principal cargo from Stockton was wheat. The prices of wheat then ranged from ninety cents to $1.25 per cental, only the choicest variety bringing the latter price. The first wheat stored in Stockton to be held for improved prices, was in 1859. An old adobe building, standing on ground now occupied by Simpson & Gray's lumber yard, was used for that purpose, and also a portion of the building on Levee street, known as the Starbuck building. The quantity did not exceed 1,500 tons, and fifty cents a ton per month was paid for storage, and two per cent. per month interest was paid upon money borrowed thereon by its owners.

In 1858 Mr. Peters associated himself with J. A. Jackson, and engaged quite extensively in the wheat business, forming a connection with Isaac Friedlander, of San Francisco, who was one of the first to engage in the business of exporting wheat from California to Europe. The production of wheat gradually increased in this county, and large quantities each year were brought to this city for a market. There being no conveniences for storage, it was hauled to this city as harvested and threshed, and large quantities were piled along the wharves awaiting shipment. Steamers were paid at the rate of $2 per ton to transport it to San Francisco, and schooners and sailing-vessels proportionately. The increase in the production of wheat was so great that it was found impossible to ship it before the commencement of the rainy season, and it was also found to be for the interest of the

producers to make arrangements to hold their products for better prices than could be obtained during the harvest season, when so much wheat was necessarily forced upon the market.

The first warehouses built especially for the storage of grain were erected in 1868. Messrs. Peters & Stewart erected a portion of what is known as the Eureka warehouse, and Messrs. Kallisher & Roseman erected the San Joaquin warehouse. The aggregate capacity for storage of the two for the year was about 10,000 tons, and it was all taken, and, in fact, the space was filled before the buildings were fully completed. Conveniences for storage seemed to be demanded by the wheat-producers, and the Eureka warehouse was enlarged by its owners the next year, and the Stockton warehouse, the largest structure of the kind in the city, covering a space of 200 x 300 feet, with a storage capacity of nearly 30,000 tons, was erected in the year 1873 by a joint-stock company, of which John Gawme was president and manager. What is now known as Miller's warehouse, on the south side of Mormon channel, was erected by Potter in 1872, and Baggs' warehouse in 1874.

In March, 1873, the Farmers' Co-operative Union was incorporated. This organization was made up of leading farmers and wheat-producers of this county, and its object was to secure to the producers better advantages in the transaction of their business, and better profits upon the capital and labor therein invested. This organization rented the Eureka warehouse from Peters & Stewart the first year, and the business proving to be remunerative, they purchased the same in 1874, and have since become owners of the San Joaquin warehouse, erected by Kallisher & Roseman, and have also erected a substantial warehouse west of Tule street, with a capacity of 10,000 tons, and is, like the other houses which they now own, made accessible by water and rail. This corporation has done much to enlarge the wheat business of this locality, which, from a comparatively small beginning has grown to be a very important source of profit to the whole city.

The wheat trade of Stockton, which first became an important factor in promoting the city's prosperity in 1868, has of course fluctuated as the production has varied by the effects of drouth and unfavorable seasons, yet for every prosperous year for the farmer for a period of twenty years past, the receiving and handling of the crops of the surrounding country has been the most important business of the city. The receipts and shipments of wheat have varied from 100,000 to 200,000 tons, and from the fact that this large amount of grain has, during the season, been here sold and the money thereor put in circulation, an impetus has been given to other branches of business which has been of incalculable advantage to all classes of citizens, and important aid to the grower.

Until recent years the real-estate business of this great and rich county has amounted to nothing more than an occasional trade among neighbors, at prices astoundingly high in the eyes of those who were looking for investments in cheap lands. From 1860 to 1880 the wheat market justified the almost exclusive devotion of California lands to wheat production. Before the wheat market declined the best San Joaquin County grain lands were held at, and were sold at, from $100 to $120 per acre. Throughout the greater portion of the county the farmers have never known a failure of crops. Without irrigation they have harvested from twenty to fifty bushels of wheat to the acre. Grain-raising has been for years almost the only business of the farming class, as it has been the chief source of wealth to the county. All of San Joaquin's wealth was produced by and within itself.

TRANSITION TO DIVERSIFIED CROPS.

Many years ago the horticulturists and nearly all the shrewd business men of the county began exhorting the old wheat farmers to try fruits and vegetables to some extent, and with grand results. Messrs. Middlekauff, for example, call attention to the fact that this county is outside the fog belt, and that therefore the

land here is the more valuable as fruit land, because fruit grown in a dry climate such as this is sounder and sweeter, and in every way superior for drying, canning and shipping purposes, than fruits raised in the fog-belt counties. It is estimated that in the coast counties, orchardists lose from one-third to one-half in flavor, weight and color, by reason of the deleterious effects of continual fogs upon the fruit. The successful fruit-raiser, generally, is the one who markets his crop early in the season. All the climatic conditions of this county are such as to encourage the early maturity of all fruits. Messrs. Middlekauff predict that this must eventually become one of the principal fruit-growing sections of the Pacific coast, and they recommend that the people of this county not only give their attention to these facts themselves, but further to encourage the dawning of a new era in the county's future, by aiding every movement that intends to make its merits better known to the outside world, and to divide its large wheat ranches among new settlers, who will improve upon the old methods of our ranchers. Those who plant first will profit first. It is time, they say, that San Joaquin should realize that it is one of the best fruit-producing sections in the State. When it is apparent that there is more profit in twenty acres of vines and fruits than in a quarter section in wheat at present prices, it will indeed be strange if the reformation they champion will be long delayed.

THE SPECIALTIES.

The first vines in the county were planted by Captain Weber in 1850, on the peninsula. The next year Messrs. George and William B. West imported forty different varieties from Boston, and from these vines have been raised many throughout the county. These gentlemen were among the pioneer wine manufacturers of the county, and the next were Charles Detten, Henry Myers and David Rothenbush. El Pinal, the property of George West & Co., is the oldest and most celebrated vineyard in this portion of the valley. "E. Lawrence has a small vineyard of two and one-half acres," said the Lodi *Sentinel* four years ago, "comprising Mission, Black Prince and Muscat varieties. This vineyard has in average years yielded a clear net profit of $100 per acre. That two and one-half acres are worth $2,500. They pay good interest on that amount. Farmers, draw your own moral."

Says a recent writer, a resident of this county: "Many of the people who read this article will ask why there are not more orchards and vineyards in this county. There are several reasons for this, the most obvious of which are that the majority of the owners of the land are men who have raised wheat on it for twenty or thirty years, and have grown wealthy and are satisfied to "let well enough alone."

Until within a few years there has been but a limited market for fruit here; therefore the farmer planted only trees to furnish what he required for table use. The fast fruit trains now enable us to put our surplus fruit into Eastern markets at very remunerative prices.

The wheat ranches of this county are from 100 to 4,000 acres each, thus making the average size much too great for the owners to even think of planting all their land to fruit or even grapes. This accounts for the fact that you can now buy land in this section where five years ago you could ride all day and not find a place for sale. The figures below will show the money to be made from fruit and grapes, while a wheat farmer is satisfied when he clears from $10 to $15 an acre. Five-year-old vines will bear, according to the variety, from five to fifteen tons of grapes to the acre. These grapes have been sold to the wineries for an average of $15 per ton. If every man makes his own wine, as he should, the gain of the manufacturer, which is simply immense, is also to be added to what an acre will produce.

The latest reports of the horticulturists of this county to the State Board of Agriculture are as profitable to the reader as anything else in this volume, which we here quote:

W. B. West, Stockton: "Our farmers had, until about 1885, given their attention to grain growing, which has been quite profitable; but few orchards have been planted, except for home use, and little attention given to fruit or grape growing. Since 1885 a few orchards have been planted, but as some of them are only young, they have not made much showing in the market. There is a great deal of land suitable for orchards and vineyards.

"*Table and Wine Grapes.*—The only vineyards of any extent at present in bearing are in the western portion of the county, where the land is strong, and the spring and early summer climate is influenced by the cool winds from the northwest. The Muscat of Alexandria does not set well, but on the more sandy and bottom lands of the eastern portion they thrive and produce good grapes for raisins.

"*Walnut.*—The French varieties are the only ones that are of any value. Præparturiens, Chaberte and Mayette are good and productive.

"*Table Grapes.*—Madeline, Black Hamburg, Sweetwater, Black Ferrara, Emperor.

"*Apple.*—Not grown successfully.

"*Peach.*—The early varieties are not profitable, as they are not as early as those from Vacaville and other localities. Summer and fall varietics are profitable; Crawfords, Salway, Susquehanna, Muir and Orange Cling have been planted largely in the older orchards.

"*Pear.*—Bartlett.

"*Cherry.*—Governor Wood, Elton, Black Tartarian, Napoleon Bigarreau; all bear well.

"*Plum.*—These have not proved profitable, and none are being planted. Almost any kind, if attended to, will bear crops.

"*Prune.*—The Robe de Sargent, or the improved French prune, has proved a very excellent bearer and a thrifty grower. I imported this variety, and found it distinct from the French prune of San Jose, both in growth of tree and fruit. The Petite prune of San Jose bears well, is sweet, and profitable, but I think inferior to the above.

"*Fig.*—The Black California is the only one that has done well.

"*Nectarine.*—Of no value as far as I know. Have had every variety common in this State, and find them all unprofitable."

N. H. Locke, Lockeford: "The most profitable fruits grown in this district are peaches, pears, prunes and figs. The leading varieties of the district are:

"*Apple.*—Red Astrachan, Early Harvest, Rhode Island Greening, Spitzenberg.

"*Peach.*—Alexander, Briggs' Red May, Hale's Early, Foster, Early Crawford, Salway, Late Crawford, Blood Cling, Chinese Cling Heath.

"*Pear.*—Bartlett, Beurre Hardy, Winter Nelis.

"*Cherry.*—Black Tartarian.

"*Plum.*—Yellow Egg.

"*Prune.*—Fellenberg, Hungarian, French, Silver.

"*Fig.*—Smyrna, California, White Adriatic."

A. Thornton, New Hope: "Spring and winter apples are the best varieties here. Peaches do well. Fruit raising in this section is comparatively new, but we have a large body of as fine fruit land as there is in the State, and equally as good as any of the choice fruit land on the Sacramento river. Our specimens of fruit come up to the standard. The table grapes cannot be surpassed. Small fruits do exceedingly well, and are profitable."

S. Cady, Ripon: "The fruits chiefly grown in this district are: grapes, plums, peaches, apricots, figs, nectarines, apples, prunes, strawberries, raspberries and blackberries. The leading varieties grown here are as follows:

"*Apple.*—Red Astrachan, Early Harvest, Red June.

"*Peach.*—Late Crawford, Early Crawford, White Cling, Yellow Cling, Lemon Cling.

"*Pear.*—Bartlett, Early June.

"*Plum.*—Green Gage.

"*Fig.*—White, Black."

A. A. Cudner, Lockeford: "The fruits chiefly grown in this district are apples, pears, peaches, almonds, prunes, apricots and figs.

"*Peach.*—Early Crawford, Susquehanna,

Alexander, Hale's Early, Chinese Cling, Blood Cling.

"*Plum.*—Green Gage, Yellow Egg.

"*Prune.*—Fellenberg, Hungarian, French, Gross.

"*Nectarine.*—Hardwicke, New White.

"*Apple.*—Early June, White Winter Pearmain.

"*Fig.*—Black California, Smyrna.

"*Strawberry.*—Monarch of the West.

"*Cherry.*—Black Tartarian.

"The leading varieties grown in this district are:

"*Apple.*—Red Astrachan, White Winter Pearmain, Rhode Island Greening, Spitzenberg, Baldwin, Yellow Newtown Pippin, Early Harvest, Red June.

"*Peach.*—Alexander, Briggs' Red May, Hale's Early, Foster, Early Crawford, Susquehanna, Salway, Late Crawford, Muir, Blood Cling, Chinese Cling, Heath Cling, Orange Cling.

"*Table Grape.*—Black Ferrara, Black Hamburg, Black Prince, Flame Tokay, Muscat of Alexandria, Seedless Sultana, Isabella.

"*Plum.*—Yellow Egg, Green Gage.

"*Prune.*—Fellenberg, Hungarian, French, Gross.

"*Fig.*—Black California, Smyrna."

Thomas Clements, Clements: "Peaches, pears, plums, prunes and apricots are a grand success on the lowlands, and immense profits are made in good seasons. On the upland almonds and apricots do very well. The leading varieties grown in this district are about as follows:

"*Apple.*—Yellow Bellflower.

"*Peach.*—Early Crawford, Late Crawford, Hale's Early, Foster, Day's White Free, Day's Yellow Free, Jones' Seedling, Susquehanna, Wheatland, Ward's Late Free, Salway, Smock's Cling, Orange Cling, Lemon Cling, Heath's Cling, George's Cling, Chinese Cling, Wager Freestone.

"*Cherry.*—Knight's Early Black, Black Tartarian, Governor Wood, Royal Ann.

"*Plum.*—Cherry, Peach, Columbia, Duane's Purple, Coe's Golden Drop, Gross Prune d'Agen.

"*Prune.*—French, Silver.

"*Nectarine.*—Boston, Hardwicke, Stanwick, New White."

W. H. Robinson, Stockton: "Our leading fruits are: table and wine grapes, apricots, almonds, blackberries, and in certain localities pears and prunes.

"*Apple.*—Not grown to any extent except on the Mokelumne river. The local market supplied by mountain fruit.

"*Peach.*—Late Crawford, Early Crawford, Salway, Susquehanna, Orange Cling. The early varieties do not ripen soon enough to be profitable; middle and late do better.

"*Pear.*—Bartlett, Winter Nelis.

"*Cherry.*—Black Tartarian, Governor Wood.

"*Plum.*—The old varieties not profitable; no market; do not bear as well as formerly.

"*Prune.*—French; very few German grown here; mostly dug up and replaced with French. Robe de Sargent does well, and is a better grower; La Petite (from San Jose) is a favorite, and the Silver is on trial.

"*Fig.*—Black California.

"*New Fruits.*—Endich fig, small, excellent drier. Texas blackberry, said to excel all others; grown on low lands."

Chiccory has been successfully cultivated upon reclaimed land bordering the San Joaquin river for several years, and the largest establishment in the United States (and the only one in California), that of Bachman & Brandt, for curing and manufacturing that product, is in the vicinity of Stockton. The plant grows luxuriantly upon the reclaimed swamp-land, and its production is becoming an important and profitable industry in that locality.

James Talmage, near Lodi, is developing a new industry. He recently planted between thirty and forty acres of castor beans, which grew finely and did well. Mr. Talmage estimates the yield at from 1,500 to 2,000 pounds per acre. There is every reason to believe that experiments in this line will prove a success,

and that one will make more clear money from a castor bean crop than from wheat.

AGRICULTURAL SOCIETY.

As early as 1855 an agricultural society was formed at Stockton, but had little life until September, 1857, when the State fair was held here. The executive officers were William Garrard, President; E. S. Holden, Vice-President; George H. Sanderson, Recording Secretary; and P. E. Connor, Treasurer. The Pavilion was on Courthouse square, and the artesian well was formed into a fountain. During the following month the local society reorganized, but still were weak; and when in 1860 the managers of the State fair voted to continue their annual exhibitions only at Sacramento, local emulation was aroused and the citizens determined to have a fair at Stockton that would excel that of the State society. Accordingly, in February, 1860, they submitted a charter, which was granted, organizing the "San Joaquin Agricultural Society." February 17, 1860, Captain John McMullen was elected president; he resigned, however, within three months. Dr. E. S. Holden was elected president; D. J. Staples, Samuel Mason and W. H. Lyons were elected vice-presidents from San Joaquin, and two vice-presidents were elected from each of the following counties: Contra Costa, Calaveras, Tuolumne, Stanislaus, Merced, Mariposa, Fresno and Tulare. The corresponding secretary was E. B. Bateman; recording secretary, P. E. Connor; and treasurer, Andrew Wolf. The supervisors of the county donated $1.000 and the city council $500 toward the first fair, which was held August 28, 1860. In May, of that year, the society purchased sixty acres of land where the track now is, and placed upon it the necessary improvements. August 13, same year, Captain Weber deeded sixty acres adjoining the track to the city for the use of the society. In 1861, when the membership was 709, they bought a lot and built a pavilion, at a cost, for track and building, of $17,000. The results, at the close of the year, left the society $12,000 in debt, which they could not meet, and the mortgage was foreclosed. The county at the sale bought in the track and the society purchased it for $2,600.

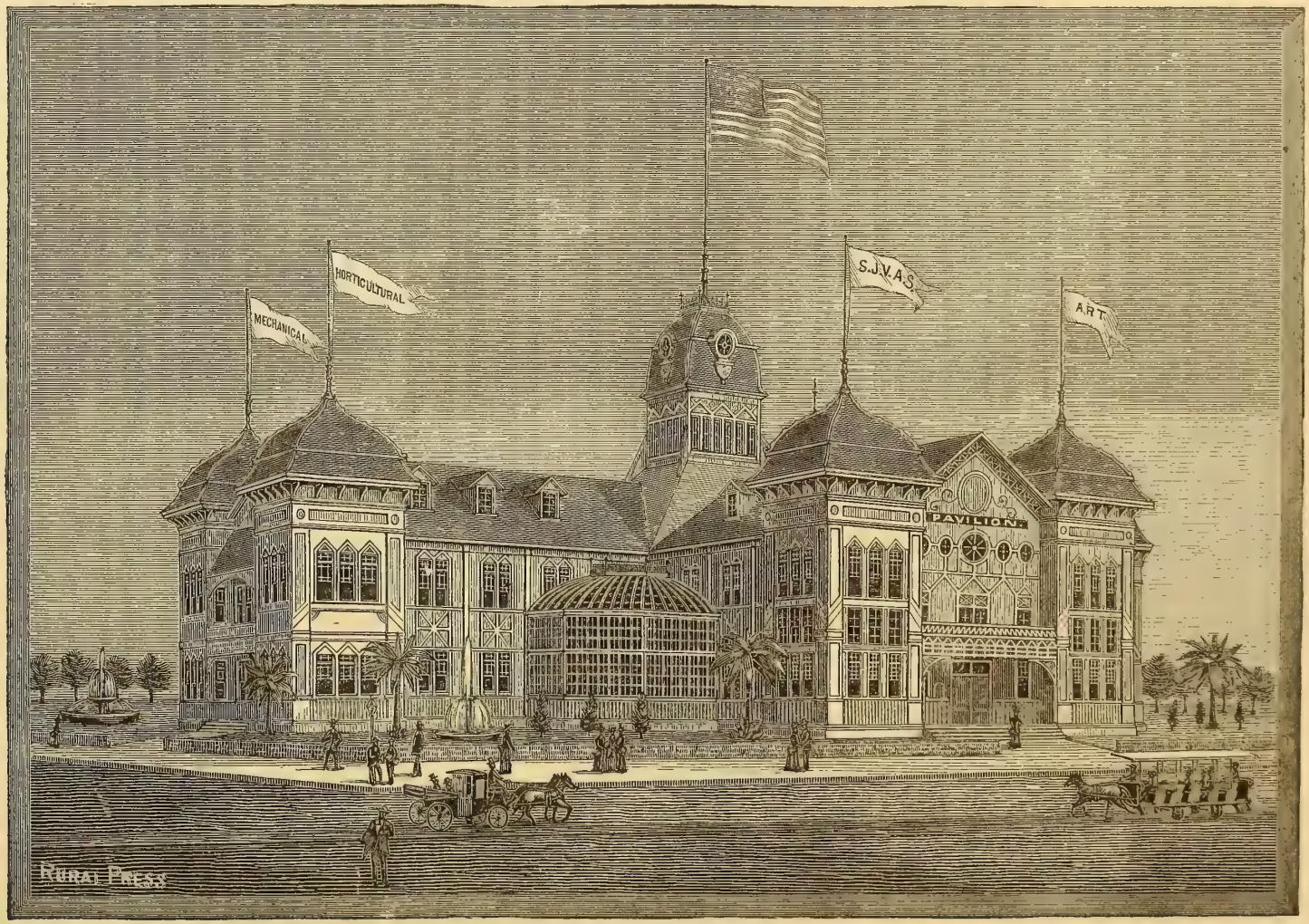
The Legislature in 1880 placed ten counties, including San Joaquin, in the Second Agricultural District, but by subsequent enactments this district was subdivided, so that by March 6, 1889, the Second District was made to comprise only San Joaquin and Stanislaus counties. The act of 1880 also provided that the managers of the agricultural societies should be appointed by the Governor, and this clause remains in force. The present members of the board for this district are B. F. Langford, James A. Shepherd, R. C. Sargent, Louis Gerlach, L. U. Shippee, James E. Moore, Fred. Arnold and Charles E. Needham.

The magnificent pavilion in which the fairs of the society are now held, was built in 1887; the cost up to January 1, 1889, including additions and improvements, was $44.924.74; and during 1889 other additions were made. The extreme length of the building from east to west is 276 feet, and the wings are eighty feet wide, the structure being in the form of a Greek cross. The location is between Hunter, San Joaquin, Washington and La Fayette streets, near the heart of the city. The fairs are held immediately after the State fair at Sacramento, and $2,500 are expended annually in competitive premiums. The receipts at the last fair (1889) were about $28,000.

The race track, located on a 120-acre plat near the southeastern corner of the city, has been used about thirty years. It is in perfect condition, as well as the grand stand and other appurtenances and improvements. They are valued at from $2,000 to $2,500.

BOARD OF TRADE.

The present San Joaquin County Board of Trade was organized in February, 1887, with the following officers: James M. Welsh, President; H. C. Smith, first Vice-President; James A. Morrissey, second Vice-President; J. D. Peters, Treasurer; Mark G. Lane, Secretary



AGRICULTURAL PAVILION.

There are now about 100 members, and the present officers are: P. A. Buell, President; S. D. Woods, first Vice-President; W. W. Prugh, second Vice-President; J. D. Peters, Treasurer; and A. M. Noble, Secretary. Stated meetings, every Saturday evening, at their rooms in the Masonic Temple. This association, affiliating with the State Board of Trade, take into consideration measures for the material improvement of San Joaquin County, including the city of Stockton, with a view of devising means for their practical execution. They advertise the resources of the county, encourage immigration, facilitate agricultural and commercial develop ment, own, buy and sell real estate, encourage subdivisions of land and the propagation of all kinds of trees, and useful vines, etc., devise methods with reference to ditches, canals and reclamation of swamp land, and a new system of freight transportation.

FARMERS' CO-OPERATIVE UNION.

During the early period of the farmers' movement in the United States, but before any grange was organized in this valley, the "Farmers' Co-operative Union of San Joaquin valley" was organized, March 24, 1873, with a subscribed capital of $43,000. The stockholders were all farmers, and they performed a feat financially that has probably not a parallel, in a legitimate way, in the whole State. They commenced by paying $1,300 into the treasury, establishing an office on Levee street, paying Messrs. Peters & Stewart $6,000 rental for the use of the Eureka warehouses for one year, and then doing a business of $612,251 that year and declaring a dividend of $1,600. Thus encouraged, they purchased the warehouses, for $55,000, and from time to time afterward increased their storage capacity, and business increased apace. The Eureka warehouses will now store 50,000 tons, and the present working capital of the company is $300,000.

The first directors were: A. C. Paulsell, C. Swain, J. R. W. Hitchcock, S. Dunham, D. Harrison, J. U. Castle, J. M. Garwood, J. L. Beecher, and D. L. Campbell. J. L. Beecher is now the President, and W. B. Harrison the Secretary, with office at the corner of Commerce and Levee streets. The company also clean and grade wheat.

THE GRANGERS' UNION.

In order to resist the oppression of combined private capital, break the "rings" and prevent "corners" in the markets, the farmers throughout the United States in 1873 organized what is called the grange movement, or the order of "Patrons of Husbandry." July 15, 1873, the State Grange of California was organized; and three months previous to this the West San Joaquin Grange was established, it being the second in the State, with headquarters at Ellis, Tulare Township. Within a year there were fifteen granges in the county. Some have since been discontinued.

In November, 1873, delegates from the different granges in the county met at Stockton to canvass the objects of the order and adopt means to promote the desired results. It was decided to establish a commercial agency at this place, electing William G. Phelps, one of the oldest farmers in the county, to be their purchasing agent. He was paid a salary, and a percentage was charged upon the goods sufficient to cover all expenses.

Commencing in a small way, in Hook's building, the business so increased that in a short time a larger room was secured. Within five weeks after arrangements were perfected with Baker & Hamilton, agricultural-implement dealers in San Francisco, $30,000 worth of goods were disposed of, upon which there occurred not a single loss. In order to increase capital and facilitate operations, the grangers obtained a charter for a corporation May 14, 1874, the first officers of which were, T. J. Brooks, President; S. S. Burge, Secretary; and John Wasley, Treasurer, all farmers. In October, 1876, they moved into still more commodious quarters.

They were the second parties in the State to attempt the manufacture of barbed wire for

fence. They purchased several car loads of a particular kind of fence wire, known as the "Scott Patent," which gave such universal satisfaction that they decided to manufacture it on this coast themselves. They commenced operations in July, 1878, turning out their first fence wire on the 20th of that month, and on the following 12th of August shipped their first consignment of 3,500 pounds. To the fact of the establishment of this industry in Stockton by the Grangers' Union, the farmers may accredit the reduction of fence wire and of expense in inclosing their land.

ARTESIAN AND GAS WELLS.

This subject comes more appropriately in this chapter than elsewhere in this work, as it concerns the rural community everywhere equally with the towns and cities. From V. M: Peyton and the Stockton *Independent* of April 4, 1877, the following facts are obtained.

In 1854, when agriculture in the San Joaquin valley first began to assume importance, those who had undertaken to farm the lands of the surrounding country, felt the necessity of irrigation. While there was an abundance of water running to waste in the rivers that rose in the perennial snows of the Sierras, and flowed through the plains on their way to the sea, the construction of canals from these streams seemed too great an undertaking for them. Artesian wells had been sunk in the Santa Clara valley with good success, good streams of flowing water having been obtained at a depth of eighty to 100 feet. It was considered that the same results might possibly be obtained in the San Joaquin valley, and if it could be demonstrated that flowing water could be reached at that depth, it would prove an inestimable boon to the farmers, as it would thus be possible for every farmer to have water upon his farm. In order therefore to make a test of the matter, the city authorities joined with the county supervisors and each donated $1,000, to pay the cost of making the experiment. Work was begun in the summer of 1854, and the well was bored to the depth of 200 feet without striking water. The funds were exhausted and work was suspended. There was a general desire manifested, however, to continue boring, but the supervisors refused to contribute further, until the matter had been in a measure ratified by the people. It was made a public question at the county election in the fall of 1854, and supervisors were elected and pledged to the support of the project. Mr. Peyton was the principal man to push the enterprise, being secretary and treasurer of the "Artesian Well Board of Trustees."

The people having thus manifested their desire to go ahead with the well, work was again begun in 1856, the city and county contributing $2,000 each for that purpose. The contract was let to L. A. Gould, of Santa Clara County, who furnished tools and men for $18 a day. An attempt was made to prosecute the work on the old well. The old pipe was removed, new double eight-inch pipe put in, and the tools put in for boring, but, after expending several hundred dollars, it was found that some malicious person had dropped a cannon ball or hard stone in the well, which it was impossible to bore through. The well had therefore to be abandoned and a new well was started twenty feet east of the old one. By December 1, 1856, the new well had been sunk to a depth of 466 feet, of which 340 feet was lined with double nine-inch iron pipe, the remaining distance being lined with the same quality of pipe eight inches in diameter. At the point of quitting work, 1,002 feet down, the water rushed up fifteen feet above the surface of the ground. The first 400 feet cost $1,200 to dig, besides the pipe, which cost $720. From the depth of 400 feet it cost $6.25 per foot to bore the well, increasing 25 cents per foot at every 25 feet to a depth of 600 feet, after which it increased 50 cents per foot at every 25 feet. The total cost of the well was $10,000, of which the city and county contributed each one-half. The expense of boring artesian and gas wells at that period is in great contrast with what it is nowadays, when companies in the Eastern States

often bore down through 1,000 feet of rock for $1,000 or less.

October 14, 1857, the city council voted $500 to continue the work and asked the supervisors to contribute the same amount, which request was promptly complied with, as the work was soon afterward completed.

During the progress of the State fair, in August, 1857, work was suspended, and a zinc reservoir was built around the fountain made by the flowing water, adding materially to the attractiveness of the fair grounds, which were then on the square surrounding the well. On the 16th of February, 1859, a contract was let to P. Edward Conner, founder of the City Waterworks, for the exclusive use of the water for twenty years. The terms of payment were $700 a year, Mr. Conner agreeing to furnish all water wanted for city and county purposes.

For a number of years after the completion of the well, the water was allowed to overflow the top through a perforated tube, forming a beautiful fountain; but when the requirements of the growing city commanded the use of all the water, the fountain was shut off. At the first county agricultural fair held August 30, 1860, the pavilion, a large tent, was erected over the fountain.

At a meeting of the Natural History Society of Stockton, a paper was read by C. D. Gibbs, who, in connection with Dr. J. B. Trask, of San Francisco, had been investigating the properties, force and volume of the well, which contained the following facts in connection therewith:

"The depth of the well is one thousand and two feet. The temperature of the water as it issues from the surface is seventy-seven degrees, the atmosphere being sixty degrees Fahrenheit.

"The water rose eleven feet above the surface of the plain, and nine feet above the established grade of the city, and it is probable, if the pipes were properly connected and made perfectly tight, that it would rise several feet higher.

"On a superficial examination the water was found to be charged with two gases, supposed to be carbonic oxide gas and carbonic gas. It will, however, require a proper analysis, and a more extended examination than a few hours to determine the properties of the water and gases.

"With a properly constructed vessel for securing the gas as it issues from the pipe, and obtaining a pressure, the water may be forced up high enough to be carried into the second stories of the buildings; but it will have to be determined by experiments.

"As a consequence of the presence of carbonic acid gas, the water must not be conveyed from the main conduits in lead or copper pipes, if used for drinking or culinary purposes; great danger would result to the health and lives of the community."

The flow of water amounted to half a million gallons per twenty-four hours. Considerable gas arose with the water, but the citizens did not think of utilizing it. Of late years the well has become choked up, thus materially diminishing the flow.

As already stated in Chapter I, the strata gone through were thin alternations of sand, gravel and clay of various colors. Gold was found at a depth of eighty-two feet, in a mixed stratum; at a depth of 340 feet, in a stratum of coarse sand, was found a redwood stump, and from this point the water ascended to within three feet of the surface. At 560 feet a vein was tapped that arose five feet above the surface of the ground.

In 1878 W. L. Overhiser put down four artesian wells for irrigating purposes, ten feet apart and 135 to 144 feet in depth. The water, however, has not an "artesian flow," and the proprietor pumps the water up to a higher level with steam power. This was the first experiment of the kind attempted in the county.

After the completion of the artesian well at Stockton in 1858 nothing more was heard of natural gas here until 1883, when Cutler Salmon, seven miles from Stockton on the French Camp road, found natural gas at 1,260 feet. This gas is caught and used in lighting, heating and

cooking in his house. For this purpose there is an abundance; probably more than seventy-five per cent. of all the gas delivered by the well escapes into the air. This well is compound, being a well within a well. Inside the larger well, which is 1,000 feet deep, and from which flows a strong stream of soft water, a smaller casing is inserted. This extends to the depth of 1,250 feet, and from that level conducts separately to the surface a mineral water burdened with gas. Mr. Salmon was the first in the county to utilize natural gas, and he has since been followed by a number of others. The McDougall well delivers more gas than any other well in the county opened prior to 1887. By actual test it registered between 7,000 and 8,000 feet of gas per twenty-four hours, under the average meter pressure.

In the spring of 1887 work was begun on what is known as the Haas well, in the southwestern portion of the city of Stockton. It has reached a depth of over 2,000 feet. The water, 92°, flows at the rate of 1,500 gallons a minute. For the first thousand feet the diameter of the well is twelve inches, and, owing to various difficulties met with in the process of boring, the diameter was reduced from time to time until it was only four inches. The well is now yielding about 100,000 feet of gas per day, which is enough to supply 500 families with 200 feet each daily. This is said to be sufficient for heating, cooking and lighting the largest residence in Stockton. The Haas is the deepest in the county, costing over $10,000. Considering all the cost of equipments, the sale of gas at the present price, $1 per 1,000 feet, yields an annual income of about 160 per cent. on the investment.

The well at the Crown Mills was completed in March, 1888, and is down 1,380 feet. It is ten inches in diameter for 1,230 feet, and then reduced to eight inches. The flow of water is 350,000 gallons per day, and the yield of gas about 29,000 feet. This well cost $4,000. The use of the gas in the mill makes a saving of $250 a month. The company proposes to sink another well.

The California Paper Mill Company of Stockton has a well 1,228 feet deep, costing $3,500, which furnishes gas for lighting and fuel, saving them $100 a month. They also will sink another and a deeper well.

The Northern Natural Gas Company's well is the latest success. It is 1,630 feet deep. The casing is twelve inches for the first 640 feet, ten and one-half for the next 666 feet and eight and one-half inches for the last 324 feet. Cost, $6,150. Gas yield, 30,000 feet per day; water flow, 300 gallons per minute, which will be used for flushing sewers. Temperature 86°. The water commenced flowing over the top of the well at 750 feet, and the first flow of gas occurred at a depth of 1,000 feet. This company is preparing to furnish a small section of the city, where most of the stockholders reside, at 50 cents per 1,000 feet, which is one-third the cost of oak wood fuel at $6 per cord.

The last Legislature made an appropriation for boring a gas well on the grounds of the Asylum, which is now in progress, starting with a fifteen-inch bore. Several other parties are also preparing to sink wells, among whom is the old coal gas company near the Haas well site, proposing to go down 3,000 feet. The latest improved process for boring these wells is the "hydraulic," which consists in letting down a volume of water through an inner pipe and thus forcing the debris up outside of the same within a larger pipe.

The use of natural gas is being introduced for domestic purposes throughout the city.

TRAVEL AND TRANSPORTATION.

CHAPTER IX.

PIONEER TRAVEL AND FREIGHTING.

THE old Mexican custom of travel with horses and freighting by burros need not be described or commented upon here; but the rush of immigration occasioned by the gold discovery of 1848 brought in new methods, more characteristic of the enterprising Yankee and Northern European. At first, for two or three years, a large part of the supplies were taken to the mines by mule-back or man-back, for freighting was difficult at the seasons when the mines could be worked, and no supply depot could well be maintained in the mines from the fact that the mining camps were continually shifting. The carriage of supplies by men was done almost exclusively by Chinamen and Chilians: the usual weight for a man to carry was 100 pounds. The freight to Sonora, a distance of sixty miles, was 25 cents a pound; and to Mariposa, a distance of 120 miles, $1 a pound. Mail was carried from here to the mines on horseback, the price for delivering a letter outside of Stockton being $1.50; and the carrier did also a lucrative business in selling newspapers along his route, the price of a paper being usually from $1.50 to $2.50.

To facilitate transportation, wagons of immense size were built, called "prairie schooners." One of these immense structures, built by William P. Miller and called the "Stocktonian," was twenty-eight feet long, eight feet high and five feet wide, and weighed 5,000 pounds. The hind wheels were seven feet in diameter. It cost $1,000. M. Caricoff drew in three of these wagons, one fastened behind the other, 31,000 pounds of wheat to the Stanislaus mills at Knight's Ferry, with only fourteen mules.

Many teamsters had a bow fastened over the hames and furnished with tinkling bells, so that their welcome jingle as they tugged their weary way along up the mountain ravines could be heard for miles around by the merchants and other denizens of the camps.

Staging, carrying express and mail, after it was once started was run to such an extreme by way of competition as to financially embarrass or ruin many parties. Horses were driven to death. Fifty to sixty miles a day was indeed the average drive. On one occasion, when Sonora had been destroyed by fire, in 1853, a stage left there at 1:30 P. M. and reached Stockton at 8 o'clock, having made the entire distance, sixty miles, in six hours and a half!

On account of the muddy character of the ground at Stockton during the rain season, a better landing was in early day sought at other points, and at one time Tuolumne City seemed a formidable rival of Stockton; but the low water which succeeded the first dry winter killed the budding hopes of that almost inaccessible town.

Rapid transit was often made, especially by the Mexicans, by driving a band of twenty or more horses in front; and when the rider's horse, or indeed any other, became weary, the travelers

would lasso a fresh horse from the band. Thus they would make seventy-five to a hundred miles a day. Allusions are made elsewhere in this volume to the exciting scenes attendant upon the expressing of freight to the southern mines, which was in fact the principal business of Stocktonians for the period referred to. Remarkable feats, singular accidents and mysterious coincidents were numerous. There is no end to anecdotes in those matters.

NAVIGATION.

From Tinkham's History of Stockton we learn that John Doak and Mr. Bonsell in 1848 built a ferry-boat in Marin County, where the Government had a small steam saw-mill, and had it towed up the San Joaquin to a point where they ran the boat for a time, when the rates were $3 for man and horse, $8 for a wagon and $1 for each person without a vehicle. A year afterward Mr. Doak constructed the first sailing vessel ever built on the tributaries to the San Francisco bay. Oak trees were cut near the ferry, sawed up by whip-saws and thus prepared for the construction of the hull. The two masts, costing when delivered $600, were hauled from Calaveras County. The vessel, of about forty tons' burden and named the San Joaquin, was used for freighting between Stockton and San Francisco. It proved to be a staunch vessel and was afterward used on the bay for many years.

Captain Weber's whale boats and his little sloop, Maria, were the first to make a business of carrying freight and passengers between Stockton and San Francisco. From two or three days to as many weeks were required to make the trip one way, and the passenger fair was $10 to $15. During the season of 1849 many other sail vessels got to running on the San Joaquin, in the carrying trade.

In the fall of 1849 Mr. Doak went to San Francisco and purchased 127,000 feet of Oregon lumber, made it into rafts at the mouth of the San Joaquin and floated it up by tidal wave to Stockton within the space of two weeks, and with it started the first lumber yard in this city.

The first steamers to land at this port were the John A. Sutter, the Mint, the Maunsel White and the Merrimac. When one of these —probably the John A. Sutter—first arrived at Stockton, with flags and banners flying, the event was celebrated with great cheering and conviviality. A large and excited crowd collected upon the banks, and cheer after cheer was given for the new comer and her gallant captain with a gusto characteristic of the earnestness of those stirring days. Fastening her cable to a small oak tree then growing upon the bank, the stump of which may still be seen at the foot of Centre street at low tide, she landed her passengers and freight upon the bank. The event was celebrated by a general indulgence in conviviality by the citizens and the crew of the vessel, which in the eyes of the Stocktonians was no less in size and importance than the Great Eastern; and if any of the party walked a little crooked and tangled, there were no loving wives at that date awaiting them to snatch them bald-headed at the door, and no zealous police longing to take them in tow.

The event was unheralded, and was a complete surprise to the whole neighborhood. This fact was made known to the writer by a gentleman who, while traveling toward Stockton from the mines, where he had been digging gold, heard the unusual sound of a steam whistle. Presuming that no steam engine was within a hundred miles of Stockton, he in surprise turned to his traveling companions and remarked in language more forcible than polite, "What the devil is that? Is this enchanted ground?" Arriving in the town a few hours after he found the entire topic of conversation to be the arrival of the new steamer. Reaching the bank of the channel, round which was clustered the then village of Stockton, he saw the pioneer steamer, the advance guard of the fleets of vessels that have swelled the river commerce of this city to more than a million

dollars annually, and which must increase tenfold ere another decade rolls round.

The John A. Sutter was in command of Captain Warren, a man whose genial social qualities endeared him to all who knew him. He was a man well calculated to fill the position of captain, for from the annals of those days we find him afterward in command of seven different steamers which have from time to time plied upon the waters of the San Joaquin. In June, 1850, the Sutter was withdrawn from the Stockton and placed upon the Sacramento route, having netted her owners the snug little sum of $300,000. While on her way to Marysville a short time afterward she was blown up, a common fate of steamers in those days, and, becoming a total wreck, was never rebuilt. The El Dorado took the place of the Sutter upon the Stockton route, under the command of the same captain. The El Dorado was a side-wheel steamer, and had been previously running on the Sacramento river. The rate of fare and freight on these two boats was cheap for the times, but was equal to a small fortune at the present, being $20 a ton for freight and $18 cabin passage, or $12 on deck, if the hardy traveler preferred to sleep in his own blankets, and was fortunate enough to possess them. The freight and passenger traffic increased so rapidly that the El Dorado was unable to meet the demands of trade, and the new boats were placed on the route—the William Robinson some time in June, 1850, and the Mariposa, Captain Farwell, in July. The Mariposa commenced plying in opposition to the El Dorado and William Robinson, the latter having formed a combination to keep up the prices. The merchants of Stockton, among whom were Heath & Emory, Starbuck & Spencer, George G. Belt, McSpedon & Co., Buffington & Lunn, Buffum & Co., and others, feeling aggrieved at the high price of freight imposed by the steamers, agreed with the captain of the Mariposa that if he would run his boat on the Stockton route, and carry freight at a reasonable rate, they would give him their support. He complied, but when the opposition came down in their rates to $4 a ton they failed to keep their agreement. The result was a new combination of the three steamers and a restoration of the high prices of former times.

Captain Warren went East in November, 1850, and with the aid of San Francisco capital purchased the engine and fixtures for a magnificent steamboat, the Santa Clara, which boat when built was devoted to the Stockton and San Francisco trade. Its first arrival here was celebrated with the customary hilarity. A few months afterward, however, it was burned. Warren next commanded the Jenny Lind, a neat side-wheeler that would make the distance between "the city" and Stockton in seven hours, which was less time than any previous boat could make it.

In April, 1850, the famous large propeller which had doubled Cape Horn and was plying on the Sacramento river, made a trip to Stockton. She drew eight feet of water.

With one exception, that of the Merrimac, all water communication between Stockton and San Francisco was made by sailing vessels up to the winter of 1849-'50, and almost all kinds of sailing craft, schooners, sloops, brigs, etc., were placed upon these waters. In the winter of 1849-'50 several ships drawing eight and ten feet of water were brought to this port and abandoned. On the 13th of May the first sailing vessel was launched at this place by Wm. Emmerson. She was a sloop of about twelve tons, and was named the "Mary Mason," after the daughter of J. M. Buffington, a little girl six years of age. This was the beginning, and the results were that for many years S. H. Davis kept a ship yard in operation on Lindsay Point, where he constructed twenty-four steamers, twelve barges, three propellers, two dredge barges, two sloops, and one schooner; and in 1878 another yard was started by the California Steam Navigation Company.

"In January, 1851, a small steamer called the Union was placed on the line and continued running for some months. In October the Sagamore made her appearance to compete for

the trade of the San Joaquin, but her life was short and her end a tragedy. She had just started from the wharf in San Francisco, November, 1, 1851, heavily loaded with freight and crowded with passengers, when a terrible explosion of her boilers instantly converted her into a perfect wreck. The loss of life was terrible, more than fifty persons being either killed or severely wounded. The calamity was attributed to the carelessness of the engineer. The same evening the Mariposa on her way up was run into by the steamer West Point in Suisun bay, and sunk to the water level. She was afterward towed into the shallow water, her passengers having been transferred to the El Dorado. A steamer called the Tehama took the place of the Sagamore, and the El Dorado reduced her fare to $12 cabin and $8 deck passage. Two new steamers appeared at the wharf in December, the Erastus Corning and the San Joaquin. The Mariposa, having been repaired again, solicited patronage in January, 1852. To presume that cheap fare to the metropolitan city is confined to the present time is not borne out by facts, as the Erastus Corning (January 2, 1852), reduced her deck fare to $1.50. The San Joaquin then offered to carry passengers for nothing! It is strange how often events repeat themselves. The history of a single decade is often the history of each succeeding decade for a century of time. The opposition and rivalry of steamboats in the early days of traffic on the San Joaquin have been repeated time and again by the Old and the New California Steam Navigation Companies and others steamers competing for the monopoly of the commerce of the river, and so long as the river flows on to the sea it will bear upon its yellow waters vessels freighted with the produce of the San Joaquin valley sent forth to feed the nations of the earth. It is pleasant to look back upon the steamboating of pioneer days, and note the strides of progress which have been made. Finer steamers are now plying on the river than were ever seen in the palmiest days of the past, and it may be confidently predicted that the same ratio of progress will continue in the future. The steamboat is an institution Stockton can never part with, be the railroads ever so plentiful."

Other early steamers were the C. M. Weber, Little Fawn, S. B. Wheeler, Sophie, Kate Kearny, Thomas Hunt, Cornelia, John Bragdon, Helen Hensley, Julia, Henry T. Clay, Urilda, American Eagle, Paul Pry, Amador, Willamette, etc.

March 1, 1854, the California Steam Navigation Company was formed, who with a capital of $2,000,000 purchased every steamboat in the State and monopolized the business. This scheme, though threatening as to rates of transportation, was a good one in respect to racing of steamers, which had proved so disastrous to life and property. The company lowered the rate between here and the city to $6 a ton; but, notwithstanding this, sixty-four business firms in Stockton called a meeting "for the purpose of a general consultation relative to building steamers for the Stockton trade." About 800 citizens turned out, and a company was formed which purchased the Willamette and started it in opposition to the great Navigation Company, with the usual result of being starved out. Rates were again raised, and another feeble but evanescent attempt at resistance was again made at Stockton.

These experiments have caused the people to settle down to the monopoly, holding it in check only by the right, ability and disposition to establish competing lines when the rates of the monopoly become too burdensome; and into this same policy will the entire nation probably be forced with regard to the railroad system of the country when it falls, as it more and more rapidly is now falling, into the hands of a few men, possibly a single company.

The State Legislature declared El Dorado street the head of navigation, and the city built a bridge across the slough at that point, at a final cost of $6,000. A bridge existed for a time across the slough at Center street. The

merchants of Center street won their cause for a time, but the bridge which was built upon their street was swept away by the flood of 1862.

THE MOKELUMNE RIVER.

The flood of the spring of 1862 will be long remembered by the early residents of Stockton. The whole lower valley was submerged. It was in this spring that R. C. Sargent, in piloting a sailing raft across the country north from Stockton to his ranch, with seven men and several thousand pounds of freight, was shipwrecked within forty yards of his own house. Even after the subsidence of the waters there was left an ocean of mud. The finely graveled roads leading out of Stockton were not then built, and it was a matter of the greatest difficulty to communicate with the interior. The long interruption of travel and the impossibility of transporting supplies had created a famine in the mines. Gold was plentiful, but food was scarce. Eggs were $3 a dozen and flour $1 a pound. "One dollar a pound" was wafted on every breeze from the mountains, creating the greatest excitement. Fortunes were awaiting the men who could pass the Rubicon of mud with supplies, and bring away the dollars that represented the pounds they might be able to carry. It was a powerful stimulant to men possessed of enterprise, endurance and nerve, but there seemed to be no alternative but to wait for the mud to dry up. Some there were who could not wait, and among these was D. J. Locke, of Lockeford, who went to San Francisco and chartered a steamer, the Fanny Ann, commanded by Captain John Haggerty, who was to spend, if necessary, two weeks in an effort to ascend the Mokelumne river as far as Lockeford, from which point there would be no difficulty in transporting supplies to the mines. The Fanny Ann was a craft 110 feet in length, and was the first steamer that ever attempted to ascend the Mokelumne river. Loaded with goods for Dr. Locke at San Francisco, and arriving at Woodbridge February 21, 1862, the doctor first learned there that Mr. Woods, the founder of Woodbridge and owner of a ferry at that place, was opposed to the navigation of the river above his town. To make Woodbridge the head of navigation was to build up a flourishing town, a rival to mud-bound Stockton. Captain Haggerty, in command of the Fanny Ann, according to Woods' wishes, declared he would "go no further on those perilous waters," and he did not. The freight was unloaded there and sent by team to Locke's place.

Not deterred, the doctor made another trip to San Francisco, bought a steamer on condition that she should succeed in making the trip, loaded it with about fifty tons of freight belonging to himself and other shippers, received sixty passengers en route to the mines, and made the landing at Lockeford April 5, 1862. The event was the occasion of great hilarity. This craft was a double engine steamboat named Pert, and commanded by Captain Allen, who assured the citizens of Lockeford after his arrival there that the navigability of the Mokelumne was better above Woodbridge than below it, and that the river was navigable; only a few snags would have to be removed.

Soon afterward D. J. and George D. Locke, Edwin Foster and James Tallmadge organized the "Mokelumne Steam Navigation Company," bought the steamer Pert for $4,000, and placed it under the command of A. P. Bradbury. Two more steamers were soon put upon the route, namely, the O. K., which occasionally went as far up as Lockeford, and the Mary Ellen, which only reached Woodbridge. The results of the experiments were such as to encourage the hopes of the zealous Lockeford people, and in May, 1865, incorporated the "Mokelumne River Improvement Company," with a capital of $40,000, their franchise to be 10 cents a ton on all freight passing up. According to agreement, they cleared the river from Georgiana slough to Athearn's bridge within three years. They commenced business and collected tolls, but the latter turned out to be too meager, since the mining population became diminished and the railroad began to carry the freights, and

thus the "navigation of the Mokelumne" seems to have become forever a thing of the past.

RAILROADS.

The history of railroads in San Joaquin County, in one important respect at least, is precisely like that of most railroads in the old States East, namely, many projects talked of, several organizations effected, promises made and broken, other mistakes made and hope deferred sufficient to make the heart sick many times. Passing by the projects and prospects of 1848, 1852 and 1856, we immediately come down to the year 1860, when copper in immense quantities was discovered in the foot-hills east of Stockton, and Copperopolis suddenly sprang into existence with a population of 8,000.

STOCKTON & COPPEROPOLIS RAILROAD.

In 1862 the Stockton & Copperopolis Railroad Company was organized. The cheap transportation of these ores to tide-water at Stockton, and thence to the reduction works in Europe and the Eastern States, was one of the leading objects of the projectors of the road. Very valuable secondary considerations were found in the incidental development of vast agricultural, mineral and general resources of the uncultivated lands over which the road would pass, and the otherwise inaccessible supplies of granite, marble, slate, coal, timber, fuel, wood and other products, for which the road would open a way to a profitable market.

The next year, 1863, several important measures relating to railroads were agitated in the Legislature. March 24, that year, a bill was passed permitting four counties, including San Joaquin, to issue bonds for the Sonora & Mono Railroad, the bonds of this county not to exceed $50,000. In 1862, also, the Western Pacific Railroad Company was organized, for the purpose of building a road from Sacramento to San Jose, a distance of 120 miles. March 25, 1862, the Legislature passed an act authorizing San Joaquin County, by vote of the people, to issue bonds to the Western Pacific Railroad Company to the amount of $250,000. These bonds were voted and issued, with the limit that the road should run through the county. They bear interest at the rate of eight per cent., and it was made the duty of the board of supervisors of 1872 to levy a tax not exceeding 25 cents on each $100, for the purpose of paying these bonds.

Under the direction of the few men who constituted the original Copperopolis company, a preliminary survey of the contemplated road was made in 1862 by a competent civil engineer, who made an elaborate and comprehensive report, not only of the survey, but of the cost of construction, and the resources of the country that would be opened by the work. The civil war then raging, while it greatly facilitated the construction of the great continental trunk road, as a national and military, rather than as a private and commercial work, not only retarded, but wholly paralyzed all local works depending directly or indirectly upon Government subsidies.

In April a rousing meeting was held in Agricultural Hall, and was addressed by Judge Dane and T. G. Phelps. The officers of the meeting were E. S. Holden, president, and H. B. Underhill, secretary. On the 12th of May an election took place, amid the greatest excitement, with the following vote for the various projects: Western Pacific, 938; Copperopolis, 478; Big Tree Turnpike, 935; Mono Turnpike, 1,091. The total vote in the city was 1,128. From the sale of bonds thus voted the citizens now have the Big Tree road, leading to the far-famed Calaveras grove; but the issue of bonds for the building of the Copperopolis road was defeated by only four votes.

By the year 1865 as much as $33,000 per month was paid out for freight between Stockton and the copper mines. These facts gave the Copperopolis railroad enterprise new life, and on the 11th of October of that year the Stockton & Copperopolis Railroad Company was duly organized under the laws of the State, with a nominal capital stock of $1,500,000.

The officers of this first company were: President, E. S. Holden; vice-president, R. B. Parker; treasurer, George Gray; secretary, John Sedgwick. Directors, George Gray, John Sedgwick, W. L. Dudley, E. S. Holden, R. B. Parker, John H. Redington, Willard Sperry, E. R. Stockwell and J. K. Doak.

Thus organized, the company proceeded to business, and in March, 1867, through the influence of E. S. Holden, of Stockton, obtained from the Government, by act of Congress, a right of way over the public domain and a land grant of about 256,000 acres, to be forfeited on failure of certain conditions at the end of two years after passage of the act. The contract to build the road was let to Colonel J. P. Jackson, since one of the editors of the San Francisco *Post*. Notwithstanding the unquestioned value of the Government subsidy, the sudden collapse and abandonment of the copper mines, in connection with other unanticipated embarrassments, crippled the company and forced them, to save the franchise and land grant, to transfer their rights and property to another corporation, the California Pacific Company.

In 1869 the company asked the supervisors for aid, but the board laid the request on the table. Nothing more was done until November, 1870, when ten miles of track were laid, and the council gave the company the right of way down Weber avenue to the water front, and also gave them permission to erect the Copperopolis depot on the levee. In order to obtain the land grant, the company built the road to Milton, thirty miles distant, and the first locomotive passed over the track to the water front December 13, 1870.

Subsequently in September, 1871, the new management made an arrangement with the *quasi* Stockton & Visalia Company, under which a short branch road was constructed from a point on the Copperopolis line, some twelve miles east of Stockton, southward to the Stanislaus river, and denominated the Stockton and Visalia road, to save the $500,000 subsidy granted by Stockton and San Joaquin County to the last named company. Cost of the road, $739,683. Soon after completion, November 17, 1877, the main road and branch were transferred to and absorbed by the Central Pacific Company, and this again in March, 1884, by the great Southern Pacific Company (big fish). This branch now uses forty-five freight cars, four passenger cars and three locomotives.

Though the mineral resources, upon which the value of the franchise originally rested, have not been realized, the ordinary local business is reasonably profitable to the company, while the road is of very great value to the county.

CENTRAL PACIFIC RAILROAD.

The Central Pacific and the Western Pacific companies were organized under the laws of the State in 1861, and were reorganized by Congress and subsidized by land grants and government credits. Originally the Western Pacific franchise extended from San Jose to Sacramento, its line passing through Stockton and bisecting San Joaquin County. Among the first and most prominent of its acts after incorporation was to ask assistance at the hands of the people of San Joaquin County, in the form of a subscription to the stock of the corporation to the amount of $250,000, and the issue of county bonds, bearing seven per cent. interest for the same amount. Popular sentiment being strongly in favor of granting it, a special act of the Legislature was obtained, authorizing the people of the county to issue the bonds. The question was submitted at the first election after the passage of the act, and was carried in the affirmative by a large majority. The county bonds were duly issued, and duly converted by the railroad company.

The Western Pacific Railroad Company, having received bonds from all the counties, let the contract for construction to Charles McLaughlin, for $5,400,000. After building from San Jose about twenty miles he failed, and the road passed into the hands of Stanford & Co. Stanford soon asked the city for the right of way on El Dorado street, but was refused, and he then

located the track on Sacramento street, which was then outside of the city. The next year the council extended the limits of the city beyond the railroad, and Stanford naturally opposed the change, as it would force his company to pay taxes to the city, a duty that had been refused him in 1869. This fact, together with the suits connected with the Stockton & Visalia road, made the Central Pacific the enemy of Stockton, which relation still remains.

SAN JOAQUIN VALLEY RAILROAD.

Immediately after the completion of the great continental trunk road, the Central Pacific management, in 1870, entered upon the construction of the San Joaquin Valley line, which has since been extended southward and eastward to the Colorado and beyond, one of the greatest and most important avenues of commerce and travel on the continent. The city of Stockton narrowly escaped a magnificent destiny as a railway, manufacturing and commercial emporium, in strangely and unaccountably declining, or at least failing, to become the initial point and tide-water terminus of this great thoroughfare. The result was, the road was deflected at Lathrop, nine miles south of the city, and the rich products of the San Joaquin valley were diverted from Stockton, and carried over the intervening mountains to tide-water at Oakland.

STOCKTON & VISALIA RAILROAD.

In the latter part of 1869 a local organization, under the title of the Stockton & Visalia Railroad Company, was formed in Stockton for the purpose of building a road up the San Joaquin valley, as far south as Visalia, a distance of 160 miles, to compete with the great southern trunk line, at that time commenced by the Central Pacific people. The company asked for subsidies of $300,000 from the city of Stockton, and of two hundred thousand from San Joaquin County. The Legislature, then in session, promptly passed an act authorizing the people of the city and county to vote the subsidy. The question was submitted to popular vote, and was carried almost unanimously, there being only four votes polled in the negative and 1,328 in the affirmative. The bonds were issued and deposited in the hands of trustees, to be delivered to the company on the completion of the first section of the road, according to the terms of the charter and the conditions upon which the subsidy was granted.

The company was granted the privilege of selecting any street for the right of way that they wished. They first selected Mormon avenue on account of the water front; but in 1871 the company changed policy and purchased the Copperopolis road for $400,000, and built a road from Peters to Oakdale, a distance of twenty miles, as a compliance with their agreement, and demanded the delivery of the bonds. The trustees, on their own responsibility, and by the orders of the county and city authorities, refused to surrender them. Protracted litigation followed, which resulted in judgment in the District Court for the defendants, the city and the county. On appeal to the Supreme Court the judgment was reversed and the cause remanded with directions to the court below to enter judgment for the plaintiff. The surrender of the bonds was still further contested; and the controversy was finally terminated by a compromise between the contending parties, in pursuance of which $300,000 of the disputed bonds were surrendered. These bonds carry seven per cent. interest, the remaining $200,000 to be paid at some future time without interest.

STOCKTON & IONE RAILROAD COMPANY.

February 13, 1873, a company was organized in Stockton by E. S. Holden, and a charter obtained for the construction of a narrow-gauge road from tide-water, at Stockton, to the coal mines, near Ione, in Amador County, a distance of forty miles. The corporation entered upon its work under apparently favorable auspices, surveyed the line, graded several miles of roadbed, purchased and landed three or four miles of iron, about two miles of which were actually laid; erected commodious depot buildings, car-

shop, etc., and ordered two splendid locomotives. At this point embarrassments and complications, that had for some time existed, culminated in the bankruptcy of the contractors, the suspension of work, and general litigation between corporation and contractors, contractors and stockholders, material men, laborers and all concerned; and the enterprise was abandoned. What remains of the work stands as a melancholy monument of what was, at least in the minds of the proprietors, a grand enterprise, and one that was to result in both honor and credit to themselves. While the foregoing was in progress the Central Pacific Company built a branch from Galt to Ione.

THE SAN FRANCISCO, ALAMEDA & STOCKTON RAILROAD COMPANY

was chartered December 8, 1863; consolidated with the "San Francisco & Alameda Railroad Company" October 15, 1868; this, in turn, with the Central Pacific Company, August 22, 1870; and since March, 1884, all the constructed lines of the Central Pacific have been operated by the Southern Pacific Company.

SAN JOAQUIN & SIERRA NEVADA RAILROAD.

This is a narrow-gauge road, the track being three feet in width. The first intention was to run the road to the timber belt in the mountains, and probably, in the course of time, over the mountains also, if found practicable. There is a belt of fine timber in the Sierras east of this valley. It was completed and opened for traffic from Brack's on the Mokelumne river, through Woodbridge and Lodi to Lockeford, in August, 1882; two months afterward it had reached Wallace, at the eastern line of the county; in 1884 it was completed to Burson, in Calaveras County; and in April, 1885, to Valley Spring, its present eastern terminus. Total length of main track, thirty-nine and one-half miles, of which about thirty two are in this county. Cost of construction, $409,830. The company was incorporated March 28, 1882; there are 126 stockholders, and Hon. B. F. Langford is one of the directors. The company now has about twenty-five employés, including the operating officers, three locomotives, three passenger cars, sixty-three freight cars, and about a dozen other cars. Shops at Woodbridge. The line is now operated by the Southern Pacific.

There are in operation, within the limits of the county, about 112 miles of first-class track, of which fifty-seven miles are on the old Central Pacific and San Joaquin Valley lines, thirty-three on the Stockton & Copperopolis line and the Oakdale branch, and thirty-two on the narrow-gauge. Distance from Stockton to San Francisco by rail, by way of Martinez, 103 miles; by way of Niles, ninety-two miles.

STOCKTON IN LATER TIMES.

CHAPTER X.

BUSINESS.

IT is a matter of astonishment that Stockton has kept equal race with Sacramento in most respects, and in some respects surpassed her, when we consider how many artificial advantages have been enjoyed by the Capital City. Sacramento was an old point, made famous by Sutter's fort and colony long before Stockton was born; the first gold discovery and the first rush of immigration was in that vicinity, at least at such points that Sutter's "embarcadero" necessarily became the great *entrepöt;* Sacramento has had the State capitol ever since 1854; and the principal capitalists of the State in early day became such at Sacramento, even before San Francisco became a city. One secret of Stockton's success is, its situation for the establishment of large and varied manufacturing interests is unsurpassed by that of any interior city on the Pacific slope, and for certain classes of manufactures, such as agricultural implements, flour, wine, etc., is unequaled by but few choice localities. The manufactories of this city are thriving and remunerative, being founded on the scientific principle of "natural selection." Having communication by rail with the length and breadth of the State from north to south and from east to west, and by water not only with the State and the Pacific coast, but with the whole outside world, the city of Stockton would seem to have no more to desire in the way of natural location to render her the leading interior manufacturing point of the State of California.

Here, as elsewhere, the manufacturing interests have been compelled to progress and develop slowly; they had to creep before they could walk. Even now some of them are in leading-strings, while others are floating on the full tide of a well-earned prosperity. It is not to be expected that a country as new as this would furnish the facilities for manufacturing industries so varied and numerous as are found in older and more highly-developed localities, nor, either, that all the possibilities and opportunities that have and do present themselves, would be instantly grasped and improved to their fullest extent. It is but natural, and the common experience of manufacture in all quarters of the globe, that many advantages should be overlooked, and many branches of manufacturing industry be neglected that might be improved with profit, and made a source of wealth and prosperity to the people of the valley.

Yet there is a wonderful change from 1849, when everything, even the flour from which to make bread, had to be brought from the East, to 1879, when thousands of barrels of that article are annually shipped to foreign ports;

from 1852, when the plow and cradle of the husbandman had to be transported thousands of miles at an enormous expense, in order to harvest the meagre crops here timorously planted, to the present time, when Stockton is found the manufacturing center that furnishes the great variety of implements used in the cultivation of the multitudes of fields for miles around. Wages were high; labor was scarce, men preferring to suffer hardships in the mines with the prospect of becoming suddenly rich, to working in the factories at wages that were certain to keep them in comfort; there was no water-power, and all machinery had to be run by steam; fuel was scarce and dear. For all these reasons was first made what was most needed and what could be made to the best advantage.

The manufacture of flour in Stockton was commenced in 1852, by Austin Sperry and S. M. Baldwin (or Mr. Lyons according to one account), in an old wooden building on the corner of Main and Commerce streets. For the first six months, however, it was run only as a barley mill. They then added one run of buhrs for making flour, and still later two more runs, making the capacity of the mill seventy barrels in twelve hours. In 1856 Mr. Baldwin sold his interest to Alexander Burkett, a former employé in the mill, and S. W. Sperry. The capacity of the mill was at this time increased to 200 barrels in twenty-four hours. In the same year they moved to their present site, on the corner of Levee and Beaver streets. The building occupied here was the old Franklin mill, built in 1853 by Calvin Page & Co. It was an immense building for those early days, and furnished with expensive machinery from England; but as in one particular it was not substantially built, it had been closed in 1856. Soon after this date it was purchased by Daniel Gibbs, of San Francisco, but it lay in idleness until purchased by Messrs Sperry. The latter moved their machinery also into it, and, after making extensive improvements in 1878 for the purpose of manufacturing "new process" flour, occupied it until it was burned down April 2, 1882. They immediately rebuilt and were in operation by November, and in 1884 this magnificent establishment was enlarged to its present proportions. The capacity is 1,500 barrels in twenty-four hours. Mill runs day and night. July 22, 1881, Austin Sperry died. In 1884 the company was incorporated, and the present firm of "Sperry & Co." comprise George B. Sperry, President; James Hogg, Vice President; and Austin B. Sperry, Secretary. The San Francisco office is at No. 22 California street. Their annual output is estimated at about $2,000,000.

The Stockton Milling Company was organized during the summer of 1882, with a capital of $300,000. The first directors were James M. Welsh, Robert Balfour, Robert Bruce, Abraham Schwabacher and Sigmund Schwabacher. Technically, the proprietors are now, as then, Balfour, Guthrie & Co. and Schwabacher Brothers of San Francisco and J. M. Welsh of Stockton. They operate the "Crown Flouring Mills," erected in 1883, on the south side of Stockton channel at the western limit of the city. The building is a fine five-story structure, and the capacity is about 1,400 barrels a day. Annual output, about $1,200,000, worth. This company are also the proprietors of the "Crown" brick warehouse, whose storage capacity is 15,000 tons. Stockton office, corner of Levee and Commerce streets; San Francisco office, 319 California street. Mr. Welsh, the manager, is an accommodating, liberal gentleman, who is sure to have all his employes do the "fair thing" in filling orders.

The paper-mill, owned by the California Paper Company, in this city, was first put in operation by R. B. Lane, in 1878. It was the first and still remains the only paper-mill in this section of the State. The first cost ($75,000) has since been doubled, and it is to day a flourishing institution. The machinery, which was first operated at Lane's flour and feed mill on Weber avenue, was removed to a new building erected on the left bank of Mormon Channel, expressly for the manufacture of paper, in 1878,

and the capital invested in 1882 was $150,000; now it is $225,000. The mill affords constant employment to 105 hands, and the sum of $4,300 is paid monthly for wages. During 1889, $22,000 was paid for raw material. The product consists of newspaper stock only. All but one of the metropolitan journals and a number of the interior daily and weekly newspapers of the State use paper of Stockton manufacture alone. The engine used in operating the machinery is 500-horse-power, Corliss compound, built by the Risdon Iron and Locomotive Works of San Francisco. All the material is now procured on this coast, ground wood and sulphite from the Willamette Pulp and Paper Company of Oregon, and the rags from San Francisco.

Up to the winter of 1889 the company manufactured also straw paper. In the fall of 1889 they took out the straw machinery and added an eighty-four-inch Fourdrinier machine built by Smith, Winchester & Co. of South Windham, Connecticut. They also have ten beating engines and three refining engines. A compound steam pump raises all the water from an artesian well, which also furnishes all the gas used for lighting purposes. There are also three smaller engines, with a total of 110-horse-power. The original capacity in 1878 was 200 tons monthly, of all sorts; it is now 425 tons of news paper. By the addition of the new engine, the original engine room was extended thirty feet. In 1885 the company built two new warehouses, one 30x150 feet and the other 30x60, fully doubling their warehouse capacity. These are now so crowded that more room must soon be made.

Present officers: Egbert Judson, president; and W. P. Johnson, secretary and general manager. San Francisco office, 722 Montgomery street. All the stockholders reside in San Francisco except Mr. Lane, the originator.

The Stockton Wheel Company was formed May 15, 1883, by the Holt Brothers. Their conspicuous buildings south of the eastern depot, cover 300 feet square, where they manufacture both wood and iron wheels for vehicles and harvesters of all kinds, hubs, cars, hacks, wagonettes, gearing and the "Improved Link and Belt Combined Harvester." A full working force consists of sixty hands. Nearly all their material is imported from the East. They have also a small factory at Concord, New Hampshire. Their trade in the West extends into British Columbia, Nevada, Arizona, etc. The firm consists of Charles H. Holt, San Francisco; Benjamin Holt, Stockton; and A. Frank Holt, Concord, New Hampshire.

The Matteson & Williamson Manufacturing Company, 370 Main street, a little west of the eastern depot, manufacture all kinds of agricultural implements, including the Harvest Queen Harvester, Stockton gang or reversible plows, Channel iron harrows, Richards' disc harrow, etc. T. P. Williamson, president; S. M. Dorr, secretary; and D. C. Matteson, superintendent. Mr. Matteson started in this city in 1852, on the next corner west of the present establishment, manufacturing plows and wagons. Selling out there, he moved down next the Methodist church by the court-house. In a few years he sold out there and bought, in 1865, where the Commercial Hotel property now is, and there he operated fifteen years, and then built the present works, about five years ago. Mr. Williamson became a partner in 1865. They employ twenty-five to sixty-five men.

Enoch J. Marsters commenced the manufacture of self-feeders, derricks, nets, tanks, troughs, elevators and land rollers in 1875, at the corner of Washington and California streets, where the works are still in operation, turning out $12,000 to $15,000 worth of apparatus annually. He invented the "Marsters' Self-feeder," patenting it in 1877. He also invented a horse elevator, for loading sacked grain from a pile into a wagon, also the windmill named "The Tempest."

J. C. Hoult & Sons' Centennial Harvester Works, on Center street, and on the south side of Mormon channel, were established in 1883, and are run by water power about half the time. The "Improved Centennial" is the

name of their machine, and their annual product is estimated at about $25,000.

For a sketch of the extensive combined harvester works at the eastern limits of Stockton, see biography of L. U. Shippee, in this volume.

M. P. Henderson & Son are the proprietors of an extensive carriage manufactory, which was established in 1869, by Mr. Henderson and E. G. Clark, with a working force of three men, in a small shop on Weber avenue, and which they soon outgrew; and in 1878–'79 removed to the corner of Main and American streets, where they had erected their present substantial factories, at a cost of $8,000. All kinds of vehicles are made by them, from the lightest sulky to the heaviest stage coach, and they are known for their thorough construction and durability.

In 1870 Messrs. Lambert, Doughty & Tatterson invested about $30,000 in the erection of a woolen mill on the south bank of Mormon channel, on Otter street. The mill began operations in October of that year, and during 1871, with only one set of machinery, there were manufactured 6,000 pairs of blankets of superior quality. In September, 1871, the capacity of the mill was doubled, and subsequently the products per week amounted to 162 pairs of blankets and 1,700 yards of flannel. The mill was again enlarged, to what is known as a "two-set" mill, with 800 spindles. The value of their products in 1886 was estimated at $100,000.

The Globe Iron Works. This establishment, one of the most prominent of the manufacturing concerns of Stockton, is the property of the firm of Strait & Cadle. The business was established in the fall of 1858, by E. I. Keep and Wm. H. Briggs, under the name of Keep & Briggs, and their place of business was across the street from the present location of the Globe Iron Works. A few years later Mr. Briggs retired from the partnership, and E. I. Keep thereafter carried on the business alone until his death. Then the works became the property of W. H. Keep (a brother of the late proprietor), Peter Bargion, and Thomas Blake, doing business under the firm name of Bargion, Keep & Blake. Their successor was John Caine, who was in 1885 succeeded by Strait & Cadle. The present firm manufacture dredgers, steamboat machinery, and castings, and do repair work of all kinds. They also keep in stock harvesters' extras and plow castings. Among the large dredgers built by this firm is one for J. C. Smith, which has done splendid work in reclaiming tule lands in San Joaquin County. One of their latest pieces of work is a large dredger for Senator Jones, intended for reclaiming low lands in Sonoma County. They also do a considerable business in the manufacture of traction engines, for which they have a first-class reputation. Architectural iron work is also done here in large quantities. Their trade is by no means confined to the territory tributary to Stockton in all ordinary lines, but extends to points as remote as Arizona. The establishment gives employment to about twenty-five workmen, and is one of Stockton's leading enterprises.

Edward Fisk Cadle, of the firm of Strait & Cadle, is a native of New York city, born in 1838. His parents, Cornelius and Abigail Howe (Larrabee) Cadle, removed in 1842 to Muscatine, Iowa, among the early settlers of the place, and there the father became prominent in the lumber trade. His wife died at Muscatine in 1847. He and his second wife, Ruth Lamprey Cadle, were among the most active of Union workers during the civil war, and three of his sons served in Iowa regiments. Colonel Cornelius Cadle, Jr., the oldest son, was Chief of Staff for General Frank P. Blair. Cornelius Cadle, Sr., father of the subject of this sketch, died in Alabama while on a visit in that State. His wife died in Muscatine, where she is remembered with gratitude by the survivors of the war. She was the leader in the movement which resulted in the erection of the splendid Soldiers' Monument in Muscatine. E. F. Cadle, with whose name this sketch commences, spent his boyhood days in Muscatine, and there commenced the machinists' trade, finishing at the

shops of the Chicago, Rock Island & Pacific Railroad, Chicago. From there he went back to Muscatine, and from the latter city came to California in 1859, via New York and Panama, landing at San Francisco on the 1st of March. He proceeded to Stockton, entered the employ of Keep & Briggs, and was connected with their shops the greater part of the time through the various changes in ownership until, with Mr. Strait, he became proprietor.

He was married in this city in 1864, to Miss Delia Emeline Elsemore, a native of Maine. They have three children, viz.: Lucy Abigail; Frank Fisk; Cornelius William. Miss Abbie Cadle is a graduate of the Elocution Department of the College of Music of Cincinnati (class of 1887), and of the Boston School of Expression (class of 1889); she taught two years in the Lafayette School, Stockton, but is now a private teacher of expression.

Frank, the elder son, is in the office of Strait & Cadle, and has thoroughly familiarized himself with business methods there. The younger son, Cornelius, is in the office of Sperry & Co. (City Mills).

Mr. Cadle is a member of Charity Lodge, I. O. O. F., and of Stockton Lodge, No. 23, A. O. U. W. He is an active and influential business man, and takes a commendable interest in public affairs and matters pertaining to the welfare of the community.

Stockton Iron Works: see sketch of Tretheway, Earle & Dasher, which find by the index.

Kullman, Wagner & Co., are proprietors of the Pacific Tannery, corner of Oak and El Dorado streets. The business was established in 1856, by Jacob C. Wagner, when two other tanneries were in existence—one on the north side of Stockton Slough, owned by Graham & Stewart, and the other on Mormon Slough, owned by H. R. Potter; but they had not established their market. They obtained their bark from white oaks in the vicinity. About 1859 Charles Wagner was admitted as a partner in the Pacific Tannery; in 1869 Jacob retired, and about the same time Moses Kullman was associated with the firm; about three years later H. Kullman was also admitted; and in 1874 Jacob Saltz and Charles Hart were admitted. November 6, 1878, Moses Kullman died. The tannery was burned in 1867, 1871 and 1875, and the last time it was rebuilt with brick. Since then additions have been made.

The present capacity of the works is the tanning of 50,000 sides of leather per annum, and they are run almost to their full capacity. About two-thirds of their product is sole leather, and the remainder harness leather, skirting, etc. They also turn out annually about 2,500 kips for upper shoe leather. The company use about 3,000 cords of bark every year, costing $18 a cord. It is all brought to the doors of the tannery by schooners, from the coast range of mountains. Their house in San Francisco is at 106 Battery street.

The Buhach Producing and Manufacturing Company are engaged in the rare but extremely useful business of raising pyrethrum and manufacturing from it the popular insect powder of commerce. This plant belongs to the botanical order of composites, which embraces also the familiar sunflower, daisy, chrysanthemum, dandelion, lettuce, dog fennel, etc. The powder is simply the pulverized flowers of the plant, which have a market price of about $800 a ton. This powder destroys insects by choking them to death, and not by poisoning them; for it is not a poison to anything.

The name Buhach, which has been adopted by the company engaged in the growth of the pyrethrum plant at the Buhach colony in Merced County, and the preparation of the powder at the mills in Stockton, is of eastern origin, the plant being a native of the Austrian provinces bordering the Adriatic sea, notably Dalmatia, Montenegro and Herzogovina. There are 800 acres devoted to its growth near Atwater station in the county mentioned. This locality was selected after due examination of soils in nearly every portion of the United States as to adaptability for its production; for the pyrethrum plant is particular, so to speak, as to its *habi-*

tat, and the places in the world where it has been found that it can be successfully cultivated are limited in number, the desired or rather necessary combination of soil and climatic peculiarities being difficult to find. Another instance of the wonderful versatility of the soil and climate of our noble State, and of the great valley of the San Joaquin, is afforded by the fact that it was selected after extensive and expensive experiment as the best adapted in the Union for the growth of the pyrethrum plant, which has been properly described as one of the most valuable products in the long list which has given to California so well deserved and world-wide a celebrity.

The introduction of this important industry is principally due to J. D. Peters, one of Stockton's foremost citizens, and the president of the Buhach Producing and Manufacturing Company. This gentleman saw here an opportunity of doing great good to the State and the country, as well as a profitable investment of capital; and with characteristic energy threw himself into the undertaking which has assumed great proportions, and which is capable of an almost indefinite extension. Up to the time of his death, G. N. Milco was associated with Mr. Peters in this enterprise. The Buhach colony between Atwater station and Merced, Merced County, embraces 800 acres of choice land, and employment is given a large force of employés, which, during the season, amounts to several hundred men. This plantation and the mills at Stockton are the only institutions of the kind in America of importance.

Experiment has proven that the article here produced is superior in strength and quality to the article imported from the Mediterranean, and it is almost a foregone conclusion that in time the native article will entirely supersede the foreign in the markets of the American continent. The works are near the head of Stockton channel.

The San Joaquin Brewery, owned by Charles Wirth (formerly Yost & Wirth) is at the southwest corner of Weber avenue and American street.

The El Dorado Brewery and Wine Manufactory is at 208 American street.

The manufacture of barbed wire has already been alluded to, in the agricultural chapter, under the head of Grangers' Union.

For an account of the old-established carriage and wagon manufactory of William P. Miller, the immense planing mill and lumber establishment of Smith & Moore, the Enterprise Planing Mills of P. A. Buell & Co., and planing mills of White & Thomas, the great winery of George West & Co., and many other establishments in and about Stockton, see sketches of men connected with them in the latter part of this volume, which may be found by the index. Stockton being a favorable place for manufactories, many have come and established themselves here, on a small scale, and are still running, although many also, for various reasons, have been discontinued.

For an account of the Stockton Savings and Loan Society and Bank, see biographical sketch of L. U. Shippee.

The First National Bank of Stockton, northwest corner of Main and Hunter streets, is operating upon a paid up capital of $200,000. President, Henry H. Hewlett; vice-president, S. W. Newell; directors—George A. Conrad, B. Frankenheimer, George H. Fancher, James Sutherland and J. H. Hough.

The San Joaquin Valley Bank, 210 Main street, was organized in March, 1868. Present capital, $158,580; reserve, $75,000. Gilbert B. Claiborne, president; Charles E. Perkins, cashier.

The Stockton Savings Bank, established November 9, 1882, is at 247 Main street, between San Joaquin and Sutter streets. Henry S. Sargent, president; Sidney Newell cashier.

The Stockton Bank, northeast corner of Main and Center streets, is now (December, 1889) in process of liquidation. Robert K. Reid, president; Richard W. Tully, cashier.

There are two street-car lines in Stockton, one running from the eastern limits on Main street, by way of the eastern depot, and back to

Main street, and on west to El Dorado street, and north on the latter about three-fourths of a mile; and the other north and south, from near the northern limits on California street, changing on Main street to San Joaquin, and south on this to the southern limits.

EDUCATION.

In May, 1849, Charles Blake arrived in Stockton, and with the encouragement of Captain Weber, built a small school-house on the site of the present Presbyterian church, and May 4, 1850, opened a school. This building was afterward used as a parsonage for the church meeting at the building referred to. It was found by the experiment that there were too few children in the place to maintain the school, and it was discontinued. During the following autumn Mrs. James Woods, the wife of the pastor of that church, opened a select school. In the spring of 1851 a free school was opened by W. P. Hazelton, at his own expense, just for the "love of the thing," for all orderly children of about six years of age or more. He afterward engaged in the dental profession. Mrs. Newman, the "pioneer educator of San Joaquin County," taught in the Southern Methodist Episcopal church, and was "prepared to receive a few lady boarders."

Next the Methodists established the Stockton Academy, for boys only, in a one-and-a-half-story building where the present La Fayette School is. The Presbyterians, competing, opened their church building and started the "San Joaquin Female Seminary," August 30, 1852. In 1853 the public schools were organized, under the leadership of V. M. Peyton, but many people were too select in their tastes to patronize them, preferring private schools. Mrs. J. B. Saxton, who had come to this State with her husband, April 4, 1853, opened a private school in the Baptist church on Center street, and Mrs. Woods a select school, June 13, same year, where the Washington School building is now located; and still another was opened in the Henrietta House, by D. Morris. The school taught by Mrs. Woods was afterward conducted by Miss Mary Kroh, and in July, 1855, by Miss Hutchinson.

In 1855, on account of the unhealthfulness of the locality of the boys' school, they were moved to a two-story building on the corner of Sutter and Market streets. This was a poor building, and in 1857 the school was removed to the corner of Main and Sutter.

In September, 1857 (?), Dr. Cyrus Collins started a movement for higher education here, which was successful. A large brick building was erected on Center street, between Fremont and Park, and the school was opened in March, 1858 (?), by the doctor and his wife. This school was afterward taught by William Van Doren and family. The property was finally sold to Dr. Asa Clark, who occupied it as a residence.

Dr. Hunt's Seminary was built in 1859 by Dr. Hunt, an anti-slavery Methodist minister from the South. Purchasing a block of land, he erected in the center a brick edifice to be used both as a residence and a school building. It was known as Hunt's Female Seminary, and during the opening years was in a flourishing condition, but was closed in 1873. Soon afterward Dr. Hunt died, and the ground was sold in lots.

In 1865 the Germans established a school here for the purpose of teaching the common branches in the German language. Charles D. Ernest, since deceased, was the leader in this movement. The association started with ninety-four charter members, but having no building of their own, and having to compete with the public schools, they were finally obliged to abandon the enterprise. In 1887 they turned over their property, valued at $2,500, to the Turn-Verein, with the understanding that they continue the course in German, and this is the present plan.

St. Agnes Academy.—In 1864 St. Mary's Catholic School was started on the corner of San Joaquin and Lafayette streets, with ninety pupils. In 1870 it was removed to the old

Catholic church building, where it was conducted by Miss Mary McDonnell. In 1874 Rev. W. B. O'Connor, pastor of the church here, inaugurated a movement for the establishment of a convent school for girls, to be conducted by sisters of the Dominican order. A sufficient sum was subscribed to warrant the signing of a contract for the construction of the west wing of the building, December 4, that year, on the beautiful and extensive grounds on the south bank of the Mormon slough, between San Joaquin and California streets, which were the gift of Captain C. M. Weber. The building, 41 x 107 feet, and four stories high, is an ornament to the city, and will accommodate fifty boarders and 300 day scholars. It was dedicated March 17, 1876, by Archbishop Alemany, of San Francisco, and was opened in August. At the request of Father O'Connor, the first corps of instructors consisted of Sisters Ramonda, Magdalen, Catherine, Angela, Stanislaus and Evangeliste. The attendance is probably about 230 at present.

Of St. Mary's College, for boys, Brother George is director, and the attendance is 225.

St. Joseph's School, primary, was started about 1885, on the corner of Grant and Oak streets. The attendance there is about seventy-five, and the school is taught by sisters from the academy.

To V. M. Peyton belongs the credit of establishing the free-school system under State law in Stockton. In October, 1852, being then a member of the common council, he called the attention of that body to the fact that San Francisco and Sacramento were availing themselves of the advantages of the new law, and that it was time for the citizens here to be doing something. The law required three months' school as a prerequisite to drawing anything from the public fund, and the question immediately rose, how shall the means be obtained to maintain this school. Mr. Peyton, equal to the emergency, placed $50 on the table as a contribution, and his example was followed by the other nine aldermen. C. W. Phelps and Captain Jordan solicited subscriptions from others, until about $500 more was raised. This was sufficient for a starter; and the council, October 30, 1852, adopted an ordinance drawn up by Mr. Peyton, by which a tax of three cents on each $100 was levied for school purposes, and Dr. William G. Canders, a Disciple minister, was appointed school census marshal. The council also elected Dr. E. B. Bateman superintendent, and Rev. J. W. Kelley, V. M. Peyton and Dr. George A. Shurtleff, as the board of education. In December this board met at the grocery of Mr. Peyton, and elected him president, and his clerk, John Herron, as clerk of the board. The few teachers then in Stockton were loth to give up their private schools for what appeared to them to be experimental situations, but at length Mr. Peyton induced Dr. Canders to give up his and take charge of the male department of the public school, and Mrs. J. W. Woods was persuaded to take charge of the girls' department. Suitable rooms were obtained with difficulty, and the schools were opened February 23, 1853,—for the boys in the Stockton Academy, and for the girls in another building.

Picnics, celebrations and exhibitions by the public schools began as early as May, 1854, and many a successful occasion has been enjoyed since that time. In November, 1856, an exhibition was given, at the close of which $600 was collected almost in a moment for the purchase of a piano. Little girls were sent around as collectors in the audience, and their sweet smiles and innocent, tender hands were irre-sistible.

In 1858, when V. M. Peyton, T. J. Keys and Dr. Shurtleff constituted the board of trustees, the first brick school-house, the old Franklin, was built. Early in the spring of 1859 a new two-story brick on Center street had been completed, and was then occupied. Under the administration of Dr. I. S. Locke, superintendent, and H. S. Sargent, in 1861, a great reform was inaugurated, requiring teachers to be prompt and observe a prescribed programme, with a uniform series of text-books, etc.

In 1864–'65 the Lafayette school building, with four large rooms and a basement, at a cost of $17,300, including lot, fence, etc., was built. The work was done by William Confer, under the supervision of James F. Mills and R. B. Lane, council committee on education, and the Board of Education.

The colored school, which had been commenced in 1860 in the old African Methodist Church, came, in 1863, under the supervision of the board of education, and continued as a separate school until 1879.

In 1867–'69 another school building was erected, at a total cost, including lot, fence, etc., of $24,724. In 1870–'71 the Jefferson school building, on the corner of Weber avenue and Pilgrim street, was erected at a cost of $23,044. In 1872–'73 the new Franklin, a two-story brick on the lot previously occupied by the Pioneer brick school-house, was built, at an expense of $15,165. A similar building was erected in 1875 on the corner of Commerce and Flora streets, costing $15,693, and named the Weber School.

The Fremont school-house, at the corner of Aurora and Fremont streets, in the northeastern part of the city, was built in 1889, at an expense of about $13,000, and named in honor of the old "pathfinder," General John C. Fremont.

The Stockton High School was organized January 1, 1870, with about twenty-five pupils. A. H. Randall was the first principal, and Miss Loomis vice-principal. The first class of three graduated in December, 1870; there are now 130 pupils in the high school, and in the next (1890) graduating class there will be thirty-nine. Under the new city charter it is made a preparatory school for the State University. To some extent a normal course is included in the curriculum. This school has the "strongest mathematical course of all in the State." Hon. John Eaton, United States Commissioner, in his report for 1880, said the high school of Stockton took high rank, an indorsement which he does not accord to any other educational institution of the same grade west of the Rocky Mountains; and the public can rest assured that the standing has not since been lowered by such men as Messrs. Waterman and Leadbetter. For the excellence of all the public schools of Stockton since 1870, special credit is due George S. Ladd, who was superintendent from 1870 to 1880. Since the latter date the office has been filled successively by Dr. S. P. Crawford, W. R. Leadbetter, Frank Laning and Mr. Leadbetter again, the present incumbent.

Mrs. E. M. Tureman, assisted by Miss May Tully, is engaged in that most divine calling, the management of a kindergarten, at the Congregational church, next door east of the new Methodist church, on the north side of Miner avenue, near San Joaquin street. This school was established in November, 1887, and the attendance is from twenty-five to thirty-seven.

Stockton Business College, a first-class institution which has been in progress for many years, is located on the southeast corner of California and Channel streets.

CITY LIBRARY.

The first effort toward the establishment of a free reading-room and library in Stockton was made in 1876, by the Philomathean Society, which failed. The second was made in 1878 by the Blue Ribbon Society, engaged in a temperance movement very popular at that time. This also failed. The next attempt was made in March, 1880, which succeeded. The first official act was a public meeting called by the mayor of the city, G. C. Hyatt, at which meeting Major N. M. Orr presided and D. L. Campbell was secretary. A. V. R. Patterson and W. F. Freeman spoke in favor of levying a tax for the special purpose. The plan was also favored by J. D. Peters, Dr. A. S. Hudson, William Baggs, B. F. Bagley, S. L. Carter, H. W. Taylor and W. W. Cowell. At the meeting of the city council of April 5, 1880, a levy or tax of five mills on the dollar was authorized to establish a library fund, under a law passed by the Legislature of 1878, for the establishment of free libraries and reading-rooms. In that council D. J. Oullahan and Dr.

C. L. Ruggles gave their influence in support of the measure.

The library was first kept in the Newell building up-stairs, then in the Masonic building, and in February, 1889, it was moved to its present magnificent headquarters, a little south of Hunter street square. For the construction of this building, Frank Stewart gave $5,000, the city donated the lot, and a tax of one mill on the dollar for 1888 was assessed. The size of the building is 50 x 80, is two stories high, and the cost was over $11,000. The library is on the first floor, while the second floor in front will be the reading-room and the rear portion devoted to the storage of books, etc. This is evidently the most convenient and finely equipped library in the State, although of course the larger cities have larger collections. The one at Sacramento, however, is but little larger if any. One important thing can be said of this library that can be said of no other in California, and that is, the city has donated to the library also the corner lot adjoining south of the building, where no structure shall be erected and thus the south windows, all of beautifully frosted glass will ever have the sun all day, lending a most cheerful air to the interior as well as plenty of light. The library now numbers about 11,000 volumes. This year (1889) $2,000 worth were added.

W. F. Clowdsley is the polite and accommodating librarian, his years of service having been 1883–'85, and from 1888 to the present time.

FIRE DEPARTMENT.

The following account of the earlier history of the fire department is from Tinkham's History of Stockton:

The first company formed here was the Weber Bucket Brigade, in 1849, which in their work of extinguishing fires passed buckets from hand to hand. Their first services were at the fire of December 23, 1849, that year, which destroyed the business portion of the city, noticed in chapter IV. After that event the citizens organized a more effective service. J. E. Nuttman was chosen chief engineer June 26, 1850; A. C. Bradford, assistant engineer; and Emil Junge, secretary. Captain Weber bought a steam engine at $3,799, and offered it at cost price to the department. The offer was accepted, and after some parleying as to the franchises, etc., the engine was delivered to the chief of the department.

Soon after their organization, May 6, 1851, the most destructive fire ever in Stockton broke out, covering a loss of $1,500,000. One hundred and one firms lost from one to fifty thousand dollars each. Some of the firemen, including chief Nuttman, were absent in San Francisco witnessing the ruins of a conflagration that had occurred there only a few days before. Judge of their surprise on returning to find their own city in ashes, their property gone, their engine damaged and their hose destroyed. Inexperienced hands had in their absence exposed their engine and hose and could not save them. The council was afterward negligent in providing for new hose, and the company became much discouraged; but after several attempts the department was supplied with both hose and a new engine from San Francisco, which did good service for many years. The Webers housed the apparatus on the bridge. January 18, 1854, Captain Weber donated a lot on Channel street to the city, for the company's use, and a small brick building was erected, which was used until the completion of the present building. The second story of the present building was furnished by the company at a cost of about $1,000, and on removal to the new quarters they transplanted the longest flag pole ever raised in Stockton. It was of pine, 120 feet in height, and surmounted by the figure of a fireman's hat four feet across. The pole was raised June 28, 1857, and again raised in 1863. After it had gone to decay it was taken down.

In 1853 it was found that there were two parties of firemen in the department,—the "Boston boys" and the "New York boys."

One party wanted Henry Chanfrau for foreman and the other James Lynch. Chanfrau was elected by a large majority. The Webers, reorganizing, applied to the council for their new machine, but finally concluded to accept the old one, on condition that they should have the new as soon as practicable. Accordingly, in October, that year, the council appropriated $4,000 in script and sent to New York for a new engine, to be shipped around Cape Horn. In December, 1854, an engine arrived in San Francisco for a company in Los Angeles, who failed to take it. Stockton purchased it at $4,500.

The department would have preserved the Weber engine as a relic, but it was destroyed by the fire of February 21, 1855, when a total loss of about $50,000 worth of property was incurred, in spite of the manful efforts of the department. This fire broke out on El Dorado street, between Main and Levee streets. Another fire occurred in the same block July 30, the same year, consuming the east half of the same block, which was bounded by Main, Levee, El Dorado and Center streets. In this fire the old Weber engine was destroyed. After the February fire the council established limits within which brick structures only were to be erected, and consequently a number of low brick buildings were put up which will never be torn down so long as they are profitable.

In 1858 steam fire engines were exciting the people of the East, and consequently the Stockton boys. They pursuaded the council to start a nucleus fund; a subscription was raised and a steam fire engine was ordered for the Webers from Naffie & Levy, of Philadelphia, which arrived in San Francisco May 10, 1862,—176 days from New York. It was brought on to Stockton and tested, proving satisfactory. Its cost, including freight, was $4,000. This is the engine so long known as "Old Betsey," which is still in use, being kept as a relief engine at the engine house just south of Hunter street square.

A handsome four-wheeled hose carriage was also purchased by the company, at a cost of $800; and this was taken in charge by the "Weber Hose Company."

A few years later the company purchased from a firm in Manchester, New Hampshire, a new steam fire engine, at a cost of $5,000.

June 2, 1853, a meeting was held by nineteen fireman who had seceded from the old Weber company, and they organized by electing James Lynch foreman, W. B. Clark, first assistant; E. Weeks, secretary; and D. S. Clark, treasurer; and adopted the name of Eureka No. 2. They soon obtained the engine which had been purchased in San Francisco and had been in possession of the old Weber company. The city built for both companies a neat brick house, at a cost of $11,450. In March, 1855, the engine which had been purchased in New York arrived in San Francisco, and its trial proved satisfactory here; it was turned over to the Eurekas. It was probably the best second-class engine in this State. So powerful was the company at the brakes that it was necessary to spike the wheels to the ground.

These old companies in their day had a number of festive occasions and grand parades, both in this city and elsewhere.

While the Webers were waiting the arrival of the steam fire engine from the East, the Eurekas ordered from William Jeffers, of Pawtucket, Rhode Island, one of his best first-class hand engines. It arrived in December, 1860, and cost $4,000. This was a beauty, but not satisfactory in power. In 1871–'72, through the efforts A. B. Bennett, the Eurekas obtained a fine steam fire engine from Jeffers, at a cost of $6,000.

The San Joaquin No. 3, German, was organized March 9, 1855, and became a part of the department, and the Smith of New York button engine was assigned to it. They were provided at first with a small wooden house on Weber avenue opposite Lane's mill; but the next year a $300 lot was purchased and a two-story brick building was erected upon it for them by William Sanders. The first alarm bell ever in Stockton was purchased by this company, and although it

was cracked it was used until 1865, when a new bell weighing 480 pounds was purchased, at $290. This bell was afterward sold for a church in Linden. When the Eurekas sent for their engine in 1860, the council also ordered one for the San Joaquin company. The two engines arrived together that year, and were almost alike. But this engine also did not prove very satisfactory, and it was finally sold to a fire company in Livermore for $500.

In 1869 the old engine house of 1856 was torn down, and in its place was erected the finest engine house in the city. In 1871 the San Joaquin company bought a chemical fire extinguisher, at a cost of $3,500.

These three companies were all of volunteer men, receiving an allowance from the city, while the deficiency was made up by the company.

Protection Hook and Ladder Company was organized November 15, 1857. The council subsequently erected a stone building for it on Market square, at a cost of $500. The fire of 1866 destroyed all the uniforms of this company.

In 1864, incendiary fires became so common —there being about two alarms per day—that the citizens arose excited and appointed a patrol of fourteen men in each ward, with severe instructions, and in two weeks no more fires were heard of.

One account gives the following list as the "pioneer" firemen:

J. E. Nuttman, chief; Frank Q. Brown, assistant; Wm. Adee, foreman; W. H. Brown, assistant; E. B. Veeland, secretary; J. W. Lewis, treasurer; Wm. Ward, steward; James E. Pollock, George M. Johnson, Harry T. Morton, Albert Rogers, D. S. Clark, J. E. Corcoran, A. C. Bradford, J. Kistzol, W. Collins, M. T. Robertson, C. E. Foster, J. E. Buffum, A. M. King, C. B. Durand, P. Gallagher, George E. Taber, P. Casile, L. Klockgather, John Murphy, James Drenan, A. Campbell, E. F. Pacey, A. Weeks, W. H. Lyons, James Lynch, M. Connells, George W. Nichols and G. P. Melmore.

The "Board of Delegates" was organized in 1854, in conformity with the law regulating fire departments. E. W. Colt, chief engineer, was called to the chair. Certificates were received from E. Weeks as secretary, J. W. Underhill as treasurer, E. W. Colt as chief, and Andrew Lester as assistant chief, all having been elected by the department January 11, 1854, the number of votes cast being eighty-seven.

The chiefs of the fire department have been:

1851—J. E. Nuttman.
1852–'56—Edwin W. Colt.
1856–'57—A. S. Rider.
1857–'58—John Ramshart.
1859—John Hart.
1860–'63—George W. Sanderson.
1864–'65, 1868–'69—Thomas Cunningham.
1866–'67—Frank Seilnacht.
1870—Philip Rohrbacher.
1870–'74—John Nichols.
1875–'76—James Brown.
1877—Pope Mountjoy.
1878–'79—Henry Eshbach.
1880—John B. Buckley.
1887—Louis J. Wagner.
1889—M. McCann.

The fire-alarm-bell tower, containing the town clock, is eighty-nine feet high, counting from the ground to the top of the dome. In this is the bell, which weighs 1,838 pounds and cost $850. The clock-work is run by a 500-pound weight. On each of the four faces of the tower is a dial five feet across. In 1867 Charles Haas, a jeweler, visited his German home, and on his return to this country bought this clock on his own responsibility, and shipped it by way of Cape Horn to Stockton. It was manufactured in Boston, Massachusetts.

The present paid fire department was installed and ready for operation January 15, 1888. It consists of thirty-one officers and members, two steamers, one chemical engine, one hook and ladder truck, two hose carts, one reserve engine ("Old Betsey"), one reserve hose cart, with 1,000 feet of hose, and ten horses.

The hose carts carry 1,000 feet of hose each, having 1,200 feet in reserve; and there is also 700 feet of hose on the reserve hose cart; total, 4,000 feet of good hose.

There are fourteen fire wells, in good order, besides two hydrants, eighteen fire cisterns, with one or more mains running into them; ten fire-alarm boxes and thirty-four telephone stations for fire-alarm purposes. There is also a satisfactory system for alarming firemen sleeping elsewhere than at the engine houses, recently erected, at a cost of $390.

The principal officers, the companies, engines and houses are as follows: President of the Fire Department, R. R. Reibenstein; secretary, J. T. Doyle; chief engineer, M. McCann; assistant chief engineer, F. Cavagnano; C. J. Wolf, foreman of Weber Engine Company, No. 1, at brick house on Channel street between El Dorado and Center; John Sangster, foreman of Eureka Engine Company, No. 2, brick house, Hunter street, between Main and Market; W. G. Humphrey, foreman of San Joaquine Engine Company (chemical), No. 3, house on Weber avenue, between California and American streets; George Leiginger, foreman Hook and Ladder Company, No. 1, with Engine No. 2; C. Perkins, superintendent of the fire-alarm battery.

CITY WATER WORKS.

The water supply of the city of Stockton comes from three artesian wells, at the eastern limits of the city, and sixty common wells. The water is of excellent quality. During the summer months about 1,500,000 gallons of water are used per day, the citizens paying for it by the month. The Stockton Water Works Company was first organized in 1859. The present president is H. O. Southworth, and superintendent and secretary M. S. Thresher. The city owns the sprinkling apparatus that is used upon the streets.

CEMETERIES.

Rural Cemetery.—The first burying-ground for the city of Stockton was in the block on the south side of Channel street, between San Joaquin and Sutter, but of course was small and temporary. In 1851 a block of land in the eastern part of the city was donated for the purpose by Captain C. M. Weber, but was left unsurveyed and without a fence, and live-stock ran at large over it, and vandals defaced the monuments, stole the vases and otherwise desecrated the place. In 1852 the council had a fence built around the premises, at a cost of $1,500, and in July of that year a sexton was appointed; but the city, growing in population, at length began to demand a still larger and better cemetery. Accordingly, in March, 1860, the citizens called a meeting for the purpose of devising ways and means for securing and fitting a better burying-ground, a short distance from the corporate limits. They appointed six men to act as trustees, for one, two and three years, two going out each year and their place filled by the vote of those owning lots in the cemetery. The six selected for the first two years were V. M. Peyton, B. W. Bours, E. S. Holden, B. W. Owens, William Biven and Samuel Fisher. Mr. Peyton, by unanimous vote, was elected secretary, treasurer and general manager. The trustees called upon the ever-benevolent Captain Weber to consult with him concerning an eligible site, and he said that the matter had been delayed so long that he had not a suitable site left, but generously offered $1,000 to head a subscription for a good place. After spending a week in hunting for such a site, the trustees determined upon one owned by E. M. Howison, Captain Weber's former clerk, and they purchased it of him, Weber generously paying the $1,000. The full price for the seventy-five acres was $2,700. Mr. Lowe, a landscape gardener, was selected to lay out the south half of the land into plats, lots, roadways, avenues, etc., and this was done, giving the walks and drives a serpentine form, with avenues thirty feet wide and bordered with ornamental trees, etc. The grounds are surveyed into 1,500 lots, large and small,—the large for twelve burials, and the small for six. Lots and plats are reserved for distinguished persons, associations, etc. A few

years later the grounds were formally dedicated, the address on the occasion being delivered by Rev. Dr. Happersett, then the pastor of the Presbyterian church of Stockton. The grounds are in fine condition, beautifully ornamented and well watered.

Mr. Peyton continued to be trustee, secretary and treasurer during the first seven years, and then resigned. His successor was H. T. Compton, for one year. L. M. Cutting is the present secretary, and Charles Whale is the superintendent.

The San Joaquin Cemetery (Catholic) is another beautiful park-like burying-ground, on North street, near California street.

B'nai B'rith Cemetery (Hebrew) is bounded by Pilgrim, Union, Acacia and Poplar streets, in the northern part of the city.

CITY WARD BOUNDARIES, ETC.

First Ward.—All west of Hunter street and south of Levee.

Second Ward.—All west of San Joaquin street and north of Weber avenue.

Third Ward.—All east of Hunter street and south of Weber avenue.

Fourth Ward.—All east of San Joaquin street and north of Weber avenue.

The city election is held the first Monday in May, at which all the members of the school board, as well as those of the city council and the city officers, are chosen. The mayor, city council and school directors serve without salary.

CITY OFFICERS.

The first organization of the city government in the fall of 1849, under orders from Judge George G. Belt, which was found to be illegal three months afterward, has already been noticed in the chapter on Stockton in early days.

The first regular city election was held August 1, 1850, at which time the following councilmen were elected: C. M. Weber, William H. Robinson, J. W. Reins, James Warner, B. F. Whittier, Hiram Green and George A. Shurtleff. The first meeting of the council was held at the Masonic lodge rooms, August 5, 1850, where they proceeded to organize by the election of W. H. Robinson, president of the board; but neither Mr. Robinson nor Captain Weber put in an appearance, and they failing to qualify, at a subsequent meeting an election for August 20 was ordered to fill vacancies. At this election C. M. Weber was re-elected and H. W. Wallis also became a member of the board. Hiram Green was elected by unanimous vote president of the board. On the 27th of September, 1850, the council was increased from seven to eleven, and an election was ordered for October 7, to elect the four additional members, as well as one member to fill the vacancy caused by the resignation of B. F. Whittier. The five elected were John S. Robb, S. Knight, John W. O'Neal, Josiah Bartlett and H. W. Gillingham. At this election Mr. Montague Endicott was elected city recorder. December 12, 1850, another election was held to fill vacancies, Captain Weber and another having withdrawn. J. M. Hill and C. A. Ward were the successful candidates. Thus it happened that sixteen aldermen in all were elected the first year. At the regular election held May 5, 1851, the following aldermen were elected: H. W. Gillingham, G. A. Shurtleff, J. M. Hill, H. W. Wallis, John S. Owen, E. W. Colt, T. R. Bours, E. M. Howison, M. Bancroft, M. J. Robertson and H. M. Smith. But on the 12th of September of the same year Messrs. Gillingham, Shurtleff, Owen, Colt, and Bours resigned on account of a certain oppressive revenue tax of $2 a ton which the council levied on all merchandise arriving in the city, and which the subsequent council rescinded. At the same time H. A. Crabb, Esq., city attorney, likewise resigned, and a new election was ordered for September 26, 1851. Owing to some informalities in the count, a new election was ordered for October 15th of the same year, at which time M. Endicott was elected city attorney, and the following gentlemen were chosen to the council: Jesse W. Smith, Jos. C. Morris, B. W. Owens, William H. Fairchilds, and P. E. Jordan. On the 13th of May, 1852, an

election was held under the new city charter which reduced the number of aldermen to ten and abolished the offices of city attorney and city recorder. Prior to that time the duties of the recorder had been those of magistrate. With this preliminary explanation the apparent discrepancies in the following list of officers will be more clearly understood:

MAYORS.

1850—Samuel Purdy.
1851—J. C. Edwards.
1852—William Baker.
1853—J. K. Shafer and M. B. Kinny.
1854—J. M. Buffington.
1855—Alvin N. Fisher.
1856—H. W. Gillingham.
1857–'58—B. W. Bours.
1859–'62—E. S. Holden.
1863–'65—George Gray.
1866—C. T. Meader.
1867—L. M. Hickman.
1868—R. B. Lane.
1869—L. M. Hickman.
1870—George S. Evans.
1871—E. S. Holden.
1872—T. K. Hook.
1873–'74—J. K. Doak.
1875—F. T. Baldwin.
1876–'77—T. B. Buck.
1878—Charles Belding.
1879–'81—G. C. Hyatt.
1881–'82—H. O. Southworth.
1882–'83—R. W. Tully.
1884–'85—W. C. White.
1886–'87—J. M. Welsh.
1888—L. U. Shippee.
1889—R. R. Reibenstein.

PRESIDENTS OF THE COUNCIL.

1850—W. H. Robinson and H. Green.
1851—J. S. Robb and H. W. Wallis.
1852–'53—B. W. Owens.
1854—T. J. Keys.
1855—J. M. Nansyckle and T. R. Bours.
1856–'59—V. M. Peyton.
1860—J. P. D. Wilkins.
1861—R. B. Parker.
1862—B. W. Owens.
1863—M. S. Thresher and Charles Belding
1864—T. J. Keys.
1865—L. M. Hickman.
1866–'67—T. K. Hook.
1868—J. M. Kelsey.
1869—T. K. Hook.
1870—J. M. Kelsey.
1871–'72—R. E. Wilhoit.
1873—Charles Belding.
1874–'75—C. Grattan.
1876—J. W. Smith.
1877–'79—J. Salz.
1880—C. A. Ruggles.
1881—D. L. Campbell.
1882—John Caine.
1883—H. J. Corcoran.
1887—R. S. Johnson.
1888—John T. Doyle.
1889—Eugene Lehe.

CLERKS.

1850–'51—A. C. Bradford.
1851–'52—G. B. Claiborne.
1853—Richard Savage.
1854–'55—G. R. Warren.
1856–'59—P. L. Shoaff.
1860–'63—T. C. Osborne.
1864'–'67—L. E. Yates.
1868—Charles Grunsky.
1869–'70—V. M. Peyton.
1871–'72—J. W. Scott.
1873–'75—H. T. Compton.
1876–'78—Julius Steiny.
1878–'86—George Tilghman.
1887–'89—C. A. Campbell.

TREASURERS.

1850—G. D. Brush.
1851—C. A. Ward.
1852—B. F. Lee.
1853—George Calder.
1854—E. G. Vaughn.
1855—R. M. Fowler.

1856—E. Gove.
1857—A. L. Bours.
1858—J. W. Rodgers.
1859–'65—H. B. Underhill.
1866–'70—James Littlehale.
1871—Charles Haas.
1872—S. S. C. Parker.
1873–'74—James Littlehale.
1875–'76—F. S. Hinds.
1877–'85—P. B. Fraser.
1886–'88—T. W. Newell.
1889—W. W. Cowell.

ASSESSORS.

1850—C. J. Edmondson.
1850—P. E. Edmondson.
1851—James Lynch.
1852—J. H. Cills.
1853—J. W. Webster and C. O. Burton.
1854—V. M. Peyton.
1855—W. R. Jefferson.
1856—E. M. Howison.
1857—George Danbney.
1858–'60—W. R. Jefferson.
1861–'62—T. S. Strout.
1863–'65—L. H. Blaisdell.
1866–'68—Charles Belding.
1869—C. Grunsky.
1870–'75—Julius Steiny.
1876–'77—E. H. Allen.
1878—I. V. Leffler.
1879—E. H. Allen.
1880—B. P. Baird.
1881—George H. Hargrave.
1882—A. J. Henderson.
1883—William Wolf.
1884—J. H. Tam.
1885–'87—W. W. Cowell.
1888–'89—W. J. Hanlon.

RECORDERS.

1850—Walter Herron, Charles Drake and M. Endicott.

1851—William F. Nye and Walter Herron.

This office, whose duties were those of a magistrate, was abolished by the city charter of 1852. From that time until 1862 any justice of the peace had jurisdiction of city criminal cases, and from 1862 to the present time a police judge has been provided for.

POLICE JUDGES.

1862—A. G. Brown.
1863–'65—R. W. Brush.
1866–'67—A. G. Brown.
1868–'69—R. W. Brush.
1870—J. M. Long.
1871—L. P. Felton.
1872—R. W. Brush.
1872–'73—A. G. Brown.
1874–'76—D. Hopkins.
1877—G. E. McStay.
1878—D. Hopkins.
1879—W. Minta and C. C. Paulk.
1879—J. L. Mowbray.
1881—Ansel Smith.
1882–'83—N. Milner.
1884—A. V. Scanlan.
1885–'87—C. A. Clement.
1888—T. H. Ham.
1889—N. Milner.

STREET COMMISSIONERS.

James E. Nuttman was elected May 5, 1851; S. F. Woods, May 17, 1853; and J. C. Morris, July 10, 1854, and October 29, 1855, the office was abolished.

HARBOR MASTERS.

1850—F. C. Andrew.
1851—Willlam M. Adee.
1852—F. C. Andrew.
1853—James Horner.
1854—John Keeler.
1855—E. G. Greenfield.
1856—P. E. Jordan.
1857—S. Catts.
1858—Office abolished and subsequently revived.
1889—Patrick Fee.

COLLECTORS.

(Ex-officio Street Commissioner and Harbor Master.)

1859—H. W. Gillingham.

1860–'68—V. M. Peyton.
1869–'70—M. S. Thresher.
1871–'72—J. P. D. Wilkins.
1873—J. W. Scott.
1874–'76—T. C. Mallon.
1877—C. S. Eichelberger.
1878—A. J. Henderson.
1879–'82—C. W. Brunton.
1883—E. Oullahan.
1887—C. W. Brunton.
1888—William Wolf.
1889—W. W. Cowell.

MARSHALS.

(Ex-officio Street Commissioner and Tax Collector.)

1850—W. W. Willoughby and T. S. Lubbock.
1851–'54—D. S. Clark.
1855–'57—W. M. Vance.
1858—J. B. Kennedy.
1859—C. C. Terrill.
1860–'61—B. F. Sanborn.

CHIEFS OF POLICE.

In 1862 this office was created instead of that of marshal, without other ex-officio duties.

1862–'65—George E. Taber.
1866–'68—Jerome Meyers.
1869–'71—W. F. Fletcher.
1872—George Devoll.
1873–'74—Jerome Meyers.
1875—D. O. Harelson.
1876—C. L. Murphy.
1877—Jerome Meyers.
1878–'81—O. G. Langmaid.
1882–'83—W. S. Fowler.
1884—W. N. Edwards.
1887—B. F. Rodgers.
1888—O. G. Langmaid.
1889—W. S. Fowler.

ATTORNEYS.

1850–'51—H. A. Crabbe.
1851—M. Endicott.
1855—Isaac Baggs.
1870–'71—L. W. Elliott.
1872–'77—J. A. Louttit.
1878–'90—A. V. R. Patterson.
1880–'82—Stanton L. Carter.
1882–83—S. L. Terry.
1884—Frank H. Smith.
1887—Frank H. Smith.
1888—J. H. Budd.
1889—F. T. Baldwin.

SCHOOL SUPERINTENDENTS.

1852–'53—E. B. Bateman.
1854–'55—J. M. Buffington.
1885—J. M. Ellis.
1861—I. S. Locke.
1863–'64—Rev. Dr. Happersett.
1865–'66—L. M. Hickman.
1867—Elias Birdsall.
1867–'68—N. M. Orr.
1868–'80—George S. Ladd.
1880–'85—S. P. Crawford.
1886—W. R. Leadbetter.
1887—Frank Laning.
1889—W. R. Leadbetter.

SUPERINTENDENT OF STREETS.

1889—William Wolff.

THE STOCKTON PRESS.

CHAPTER XI.

UNDER this head let us notice first the four newspapers now flourishing in Stockton.

THE STOCKTON DAILY INDEPENDENT.

The miners in San Andreas started the San Andreas *Weekly Independent*, as a weekly twenty-four-column paper, in 1856, in a small mining camp in the foot-hills, for the purpose of advocating certain water measures. The first issue was dated September 24, and George Armor was the manager. The miners, however, controlled the paper only three months, when it was sold, January 17, 1857, to Armor & Kooser. Benjamin P. Kooser had come to California as early as 1847, and was employed on the first newspaper at Monterey. Soon after the beginning of the gold period he came to Stockton, where he was employed on the *Republican* and wrote letters under the pseudonym of "Don K." He was in partnership with Armor & Hall, and returned to Stockton and was again employed on the *Republican*. Going to San Francisco, he remained there until 1865, and was next at Santa Cruz awhile, publishing the *Sentinel*, in company with H. C. Patrick; was also one of the California commissioners to the Centennial Exposition at Philadelphia in 1876. He died at Santa Cruz, January 1, 1878.

His departure from San Andreas induced O. M. Clayes to purchase his interest in the mining paper, and in April, 1857, the firm became Armor & Clayes. In October of that year they secured the services of Samuel Seabaugh, a brilliant man, who turned the paper into an advocate of the Douglas Democracy. The breaking out of the Rebellion naturally made it a zealous Union organ, and practically Republican. The Republicans of San Joaquin County induced the proprietors to remove it to Stockton, and hither they came, issuing their first number August 16, 1861, and accordingly changing the name to the Stockton *Daily Independent*. From 1856 onward for some years John Geddes was local editor, sometimes acting as chief. In November, 1863, D. S. Peters came into the firm as a silent partner. December 26, 1864, Armor retired and the firm was then O. M. Clayes & Co. October 16, 1865, the proprietors were N. E. White, Charles M. Clayes and A. C. Beritzhoft, under the name of N. E. White & Co. Messrs. Clayes and Seabaugh went to San Francisco. July 6, 1867, the proprietorship became the Stockton Independent Publishing Company. April 1, 1869, N. M. Orr and A. C. Beritzhoff bought the paper, and this partnership lasted five years, when Major N. M. Orr, September 16, 1874, became sole owner and publisher. In 1879 Worley & Milne took charge.

After the retirement of Mr. Seabaugh, in 1865, from the editorial chair, the editors in succession for several years were James Thompson, A. T. Hawley, N. M. Orr and John Geddes,

and up to this period there had been several enlargements of the paper. In May, 1865, both the daily and weekly were enlarged, and again in March, 1868, the daily became a thirty-two-column, and the weekly an eight-page, six-column publication.

In 1879 Worley & Milne took charge, and about this time Mr. Geddes retired from the editorial chair, but wrote an occasional article for this and other papers.

John Geddes, a native of Edinburgh, Scotland, was educated as a gardener, and was something of a botanist. He came to California in 1852 or 1853, and engaged in mining several years in Calaveras County. While there he occasionally contributed to the Calaveras *Chronicle*, but his first newspaper work was on his San Andreas *Independent*, now the Stockton *Independent*. In 1865 he became the editorial writer on the paper after its removal to Stockton, and remained until 1879. After that he did considerable writing for the paper, and also for San Francisco and other journals. He was a man of wide reading. His conversation was original, witty at times, and was sarcastic when speaking of the shams of society or the inconsistency of parties; but in his writings he generally avoided scathing language. During all the years of his connection with the press he never had a serious personal difficulty; on the other hand, he was known to have been conspicuously a peace-maker among the miners, where he on one or two occasions prevented lynch law from being executed.

He was married in 1870, in San Francisco. His health began to fail in 1885, and he died March 27, 1887, aged about sixty-four years, leaving a wife and three children.

After Mr. Geddes had retired from the *Independent*, Smith & Co. (C. W. Brunton) had the property until 1883. Mr. Brunton was afterward street superintendent in Stockton four years, and is now Government storekeeper here.

By the year 1883 the *Independent*, though it had long been the most influential paper in the county, had somewhat run down, especially in regard to its financial basis. Mr. J. L. Phelps then became its pilot, and began immediately to guide it up grade. In 1885 Mr. C. L. Ruggles was admitted as a partner, and the present firm of J. L. Phelps & Co. was formed, and since then the *Independent* has run smoothly and steadily increased in prosperity and influence. In 1886 a Sunday issue of six pages was sustained for several months. The paper has been enlarged several times, for special occasions. The weekly issue has had twelve pages ever since 1885. The *Independent*, as might be expected, is remarkably free from typographical errors, and its columns evince great care in the compilation of news items. The establishment includes a good job office and bindery.

J. L. Phelps is a native of New Hampshire. During his infancy his parents removed with him to Boston, and he was but seven years of age when they came to California, settling at Sonora, Tuolumne County, where the father was the proprietor of a foundry and machine shop. At the age of sixteen years he learned to set type in a country printing office. He was next sent to school at Oakland by his father, but the establishment of a newspaper there stirred his favorite ambition, and he wrote his father that he need send him no more money for school purposes. Entering that office, he perfected himself in the art of printing. While at Oakland he also was clerk in a dry-goods store for a short time, and afterward he was employed on daily papers in San Francisco, Sacramento, Los Angeles, and finally in Stockton. Here, too, he was for a time engaged in mercantile business, and served as Secretary of the Agricultural Society, and six years as Deputy County Clerk. In the latter capacity he became, perhaps more than any other man, extensively acquainted with the people of the county.

After reading the foregoing biographical outline of Mr. Phelps' career, the public will not wonder why the *Independent* enjoys the high standing it now occupies. Many wise maxims he learned from the late John Geddes, already

referred to. Mr. Phelps is conservative in regard to untried experiments, careful and deliberate in execution, kindly disposed toward all persons, pleasing in his manners, desirous of conciliation where possible, smooth as a writer, but on occasion can be severe in criticism. Any hard word from him is a greater "crusher" upon the spirits of the censured party than if it came from any other editor in the State, from the very fact that he is so generally kind in his nature. Being a practical man in all departments connected with a newspaper and a printing office, he knows how to choose the best man for each place. F. J. Ryan, a very capable and industrious writer, of thirty years' experience, is his editorial assistant, while his partner, Mr. Ruggles, is the business agent. Mr. Ryan, a native of Michigan, came here in the fall of 1887, from Dakota.

G. P. Kelly, the city editor for the last two years, is an experienced newspaper man from San Francisco.

Charles Lincoln Ruggles, a native of Massachusetts, was but fifteen months of age when his parents located in Martinez, this State, which place was his home until January, 1870. His father, Dr. C. A. Ruggles, is now a physician of Stockton. On coming to this place, Mr. Ruggles attended school and at the same time took charge of routes for the *Herald* as a carrier; subsequently he was a reporter for that paper for three years, and proprietor two years. Since 1885, as already mentioned, he has filled his present situation.

THE STOCKTON MAIL.

On February 10, 1880, E. L. Colnon, J. J. Nunan and D. H. Berdine established an evening paper in Stockton, in competition with the *Herald*, calling the new venture the *Evening Mail*. Mr. Colnon had been connected with the press at Virginia City, Nevada, and had considerable experience in newspaper work. He associated with himself a staff of bright writers, and from the first week the *Mail* was popular, and continued to grow until it forced the *Herald*, which had been published for nearly twenty years, out of the field.

Soon a weekly was started in conjunction with the daily, Messrs. Colnon and Nunan becoming the sole proprietors of both. Mr. Nunan has charge of the business department, while Mr. Colnon looks out for the editorial columns. They also have a large job-printing business and book-bindery, employing about forty hands the year round. The Stockton *Mail* is considered one of the leading papers in the interior of the State, as it possesses eminent editorial ability, possibly equal to any other in the State. The office is across the street, south from the court-house square.

E. L. Colnon, born in New York in 1846, came to this State in 1859; attended the State University two years; engaged in journalism in Nevada eight years, and was superintendent of schools of Lyon County there about 1877, and since 1880 has been in his present relation. Was also in the revenue service at Stockton from the beginning of Cleveland's election until the autumn of 1889, when he resigned.

Colonel John J. Nunan, a native of Ireland, came to this country when very young; was a business man in Iowa for a time, and came to Stockton in 1874, where he first engaged in a book, news and stationery store, until he assumed his present position, as already noticed. For a long time he was Captain of the Guards—which he probably was active in organizing—was active in promoting its interests, and has been commissioned Lieutenant-Colonel.

THE COMMERCIAL RECORD

was established in 1876. In 1878 it had only four columns to the page, twelve inches long, when it was purchased by William M. Denig, who in 1880 enlarged the paper to five columns, and in 1882 seven columns to the page. In 1884 T. W. Hammel was admitted as a partner; March 20, 1886, he was succeeded by C. O. Cummings; in December, 1887, the firm was Denig & Co. one week; and on the 25th of that month W. L. Howell became a member of the

firm; and lastly, in June, 1888, Irving Martin, who is now the editor, while Mr. Denig remains as the publisher. Cummings has since deceased. Hammel is running a small job office of his own in this city; and Howell is still a resident here.

The paper, still issued as a weekly, is independent Republican in politics.

William M. Denig, publisher of the *Commercial Record*, etc., was born in Chambersburg, Pennsylvania, in 1830, of Pennsylvania parents, who remained in their native State until their death. Reared in the town of York, at the age of twelve or thirteen years he began to learn the printers' trade there, in the office of the *Democratic Press*. He afterward spent a year and a half at Indianapolis, Indiana, in the *Journal* office. He was next in York again until 1854, when he came to California by the Nicaragua route, arriving in September. Proceeding from San Francisco to Mokelumne Hill, in Calaveras County, he was employed a year and a half in that vicinity. Then he entered the *Chronicle* office at Mokelumne Hill for a short time; next, was at San Andreas, where he helped to start the paper which is now the Stockton *Independent*. Three months afterward he established a pony express in that county, operating as agent of all the San Francisco papers. Mail arrived every two weeks at San Francisco by steamships. Then he was deputy sheriff and constable for six years in Calaveras County, and was for a time also employed in the publication of the San Andreas *Register*. In 1869 he came to Stockton, and was employed for a period in the office of the *Independent*. He had various situations, and at length was appointed deputy city collector, which position he held for seven months. Next he was on the police force two years, then in the mail service for a year, which place he resigned on account of sickness, and since then he has been in his present relation with the *Commercial Record*. He has also been a member of the fire department for a number of years; was secretary of the San Joaquin Engine Company, being a member of the board of delegates. At one time he was treasurer of the charitable fund of the volunteer fire department. For some time now he has also held the office of constable. He is an Odd Fellow, and a member of the I. O. R. M. His family consists of a wife and three children, the latter all still residing in Stockton.

Irving Martin, a native of South Carolina, was brought up in that State by distant relatives, from the age of seven years; he is self-educated, and at the age of seventeen years entered the *Independent* office as chore-boy, and after a time became reporter for that paper, which position he filled for three years. For the last three years he has been also correspondent of the California Associated Press, and of various San Francisco and California papers. He is a member of the orders of Knights of Pythias and Odd Fellows, is a "total abstinence" man, and a gentleman of extremely affable manners.

THE STOCKTON BANNER,

German and English, was first issued August 18, 1877, by Adolph Glaser, from San Francisco, who formerly published the *Missouri Staats Zeitung* in Kansas City. The *Banner*, a seven-column, four-page weekly, independent in politics and a strong advocate of German immigration, has been running steadily ever since its establishment at 271 Weber avenue; it is now at 447, same avenue, east of the railroad; and it is still conducted by its founder, ably assisted by his wife, who speaks English well. The paper is very liberally supported by advertisers.

The list of the principal defunct papers is as follows:

THE STOCKTON WEEKLY TIMES.

The first paper published in San Joaquin County was the Stockton *Weekly Times*, a little sheet when spread out that covered a space of twelve inches by sixteen, almost the exact size of a sheet of foolscap paper. There were three columns of matter on each of its four sides, and although small in size and unpretentious in appearance, it was a greater undertaking than at this day

would be the publishing of the Stockton *Daily Independent.*

This little pioneer paper made its first appearance on March 16, 1850, H. H. Radcliff and John White being the parties who had conceived the project, and subscribed themselves as its proprietors and publishers. On the 6th of June following, it was enlarged to a sixteen-column paper and Tuolumne City *Intelligencer* added to its name. At the same time the size was increased from 12 x 16 to 17 x 23 inches, and on the 20th of the same month it shook out one more reef to catch the public breeze, and made to its patrons a twenty-column salute, being printed on paper 19 x 24 inches. Advertising rates, $4 for six lines, first insertion. Among the advertisers were Davis & Smith, wholesale merchants; Marshall Nichols, auctioneer; Buffington & Lum, house carpenters; Alhambra Bowling Alley, the American House, etc. Characteristic topics, "Routes to the Southern Mines," "The Mines," "Act to Supersede Certain Courts," "Rich and Important Discovery of Gold," "The Sonorian Lump of Gold," "The Markets—prices," etc. From the market reports we see that pilot bread was eight to eleven cents per pound, candles, $1.50 to $2 per pound; dried fruit (all sorts), 50 cents per pound; flour (Chili), $10 a cwt.; flour (American), $20 a barrel; sugar, 30 to 35 cents per pound. November 23, 1850, Mr. Radcliff's name was dropped as one of the editors. January 1, 1851, the paper was changed into a semi-weekly, sixteen-column sheet, with J. White, editor, and on the 11th day of the same month W. A. Root became his associate.

Its subscription price from first to last was $12.00 per year, or 25 cents for single copies; four dollars for a six-line or less advertisement, one insertion, and two dollars extra for each additional issue.

For fourteen months these disciples of Guttenberg hung their banner on the outer walls, changing to the Democracy, until one George Kerr fired a broadside of shekels into their stronghold, when they surrendered at discretion, and the then "Stockton *Times*" passed from the arena into history, April 26, 1851; and in its farewell to its patrons introduced its successor which was to appear on the Wednesday following as a Democratic sheet, to be known as the *San Joaquin Republican.* The following Wednesday came, but with it no *Republican.* A week was skipped. In the mean time the fire king waved his wand over the place, and the old *Times* office, with a large part of the city, had answered the summons and passed away in smoke.

The press that first printed the *Times* was made of wood, and known as the "Ramage Press," the same kind that Dr. Franklin used. It was an old traveler before it had reached California, having been taken to Mexico with Taylor's army, and finally passed from point to point until it reached this coast. In the fall of the first year, the old press was started on its travels again, to make way for an iron one. It was shipped to Sonora, where it was finally consumed in a fire that soon after visited that place.

Neither Mr. Radcliff nor Mr. White was a thorough practical printer, and when the press and type arrived in Stockton they were obliged to call into service the professional skill of B. Gallup, to put the establishment in order. Mr. Gallup consequently became the first practical printer employed in San Joaquin valley, and printed its first paper.

REPUBLICAN.

George Kerr purchased the material and goodwill of the *Times* office in April, 1851, expecting to issue the first number of his paper on Wednesday, the 30th of the same month, but for some reason failed to do so, and on the 6th of May the city was visited by a holocaust of fire, and the office just purchased was among the ruins. It was May 14, before the first issue of the paper, and in its columns, printed soon after the calamity, in which the city lost $1,500,000 in property, mentions the event as a cause that prevented its earlier issue.

It was started as a semi-weekly twenty-column paper, advocating the principles of the Dem-

ocratic party. It was enlarged June 26, 1852, to twenty-four columns, and in November 27, of the same year, four columns more were added to it, and became influential.

In 1852 this office published a small book called the "Stockton Directory and Immigrants' Guide." It contained 140 pages, two-thirds of which were advertisements. One dollar a copy.

June 14, 1853, it became a weekly, and January 4, 1854, a daily, and as such was under the proprietorship of Kerr & Co., the subscription price being $15 per year. January 23, 1854, the firm name was changed to Mansfield, Patrick & Co., the members being J. Mansfield, H. C. Patrick, J. B. Kennedy and J. M. Conley, and on the 22d day of June, of the same year, at 9 A. M., Joseph Mansfield was shot and killed by John Tabor, on the streets in Stockton. The daughter of this Mansfield was afterward connected notoriously with Jim Fisk and Stokes of New York and was undoubtedly the cause of the former's death, by the hand of Stokes.

P. L. Shoaff purchased the interest of Mansfield, and in 1855 C. A. Hutchinson bought P. L. Shoaff's interest. On the 28th of June, 1854, the firm name was changed to H. C. Patrick & Co., and under the management of these gentlemen it was prosperous, until the stand was taken by it against the Vigilance Committee (in 1856) so determined and persistent that in one week's time nearly all the merchants of Stockton withdrew their subscription and advertising patronage. It never recovered from the shock.

After the death of Mansfield the editorial chair was filled successively by A. C. Bradford, A. C. Bain and A. C. Russell, the former assuming his duties September 4, 1854. January 3, 1855, the paper was reduced to a twenty-four-column sheet. In 1856 C. A. Hutchinson withdrew from the firm. January 7, 1857, the firm name of J. M. Conley & Co. was assumed, and early in that year Kennedy withdrew, and in December 24, of the same year it became Conley & Patrick.

In 1858 A. C. Russell withdrew from the editorial department, and assumed that position with the *Statesman* at Sacramento. After this the paper remained without a regular editor until the spring of 1862, when Beriah Brown took the helm and attempted to steer the already sinking craft through the storm and strife evoked by the civil war in this country. The effort was a failure, and the last gun was fired from the shattered wreck in Stockton, December 13, 1862. The office was moved to Sacramento, but the fiat had gone forth. It struggled out a brief existence, being at one time mobbed because of its disloyal sentiments, and finally disappeared beneath the wave. The wreck was raised in December, 1869, and again Mr. Patrick, with J. M. Bassett for editor, commenced its issue in Stockton, and for three years published a commendable paper; but it was doomed to disaster and was finally abandoned. Thus ended the *Republican* offspring of the *Times*—the pioneer paper of the great San Joaquin valley. The type and material of the office, in April, 1874, became the property of Mrs. Laura DeForce Gordon, who purchased it to be used in the printing of the *Daily Leader*.

THE STOCKTON JOURNAL.

Within three months after the establishment of the *Times*, namely, on June 22, 1850, John S. Robb, a native of Philadelphia and at one time connected with the St. Louis *Reveille*, issued the first copy of the Stockton *Journal*, under unfavorable circumstances; but its coming was hailed with pleasure by the people, even by a public demonstration.

He started the paper in a three-story frame building on Main street which he had erected. This was burned May 6, 1851, but the press was saved, taken to a small building on Main street, where was published a small edition just prior to the sailing of ocean steamers. From the first it became the leading organ, although it, as well as the *Times*, took no sides in politics. Mr. Robb was absent much of the time, being a lobbyist at the Legislature in Sacramento. In his absence John Tabor conducted the office,

being both compositor and editor. For a short time Samuel Knight was a silent partner. In 1852 Mr. Tabor became editor and proprietor, enlarged the paper to twenty-four columns, started a daily publication and commenced advocating the principles of the Whig party, opening a fierce war upon misrule and the lax manner in which the laws were executed in Stockton. He was a fluent writer, and had he been an educated man would have exerted an extended influence. Thus he gained many warm friends from the better class of citizens, and of course became the target for abuse and personal violence from the roughs. At one time he was visited by the district attorney, whom he had censured severely for a failure to properly prosecute some criminal. The attorney asked him if he wrote the offensive article. Tabor replied that he did; whereupon the attorney drew a revolver and whip and commenced chastising him. Mr. B. Gallup, being present and thinking that there should be fair play, placed a couple of derringers within Tabor's reach, on a stool. Tabor seized the weapons, Mr. Gallup retreated into the street, and directly Tabor fired two shots and also ran out into the street. The attorney on reaching the sidewalk found no editor in sight, but, seeing Mr. Gallup in the street, was about to assault him when he was prevented by mutual friends.

Soon after this occurrence a number of gamblers left Stockton, when Mr. Tabor took occasion to say in his paper that "if Stockton would take an emetic and spew out the balance of that fraternity it would be a Godsend to the moral health of the city;" whereupon one of the roughs went to Mr. Tabor's office, and, finding that gentleman unarmed, proceeded to beat him over the head with a revolver until he was nearly unconscious. After this Mr. Tabor always went armed, and was ever on the alert watching for expected assaults.

June 22, 1854, J. Mansfield, one of the proprietors of the *Republican*, and Mr. Tabor met on the street at the corner of Center and Levee, some words passed between them, and Mansfield raised his arm and was in the act of shaking his fist (or open hand according to one of the witnesses), when Tabor fired, lodging a ball fatally in Mansfield's heart. The *Journal* was never issued again. It had on the 19th of January previous to this passed into the hands of B. W. Owens & Co., Mr. Tabor remaining as editor. When he was thrown into prison for his crime, the *Journal* was absorbed by the *Daily Argus*, edited by William Biven.

Tabor was legally condemned to death, and only one hour before the time arrived for him to pay the penalty of his crime, General E. Canavan, whose every look and act was eloquent with intense emotion, entered the cell with a paper in his hand, which was the Governor's pardon. This, not being expected by the convicted man, actually so excited him that he for a time could scarcely realize that he was permitted to live. After his discharge from prison he was employed on the *Evening News* in San Francisco, conducted by the Bartlett Brothers, until he went to Nicaragua, during the period of "Filibuster" Walker's rule there, and took charge of the paper known as the *Nicaraguazee.* He was also engaged in several battles fought under Walker's regime and received some severe wounds. Afterward he went to New Orleans, and during the last war he was engaged in the business of smuggling cotton through the lines of the Union army, making his headquarters at Brownsville, Texas, in this business. He is said to have made a quarter of a million dollars there, and finally died a pauper at Memphis, Tennessee.

A few years after the Stockton tragedy, the body of Mansfield was exhumed, and found to have become petrified, with the exception of the right hand and left foot.

THE STOCKTON EVENING POST

was started in the spring of 1854, by William Biven as editor and proprietor, and it advocated the Broderick wing of the Democratic party. It was published on Center street near the levee and continued until the killing of

Mansfield, when Biven and Henry A. Crabb purchased the *Journal* material and removed both offices to the two-story brick building on the site of a former *Journal* office.

STOCKTON DAILY ARGUS AND WEEKLY DEMOCRAT.

This paper was the result of a change in the name of the *Daily Evening Post*, that had been published about one year, and was owned by Wm. Biven; the first issue with the new name being June 7, 1854. It was a twenty-eight-column daily, and was owned by an association of parties, among whom was H. A. Crabb, who was killed at the massacre of Cavorca in 1857. Crabb and Biven were the editors, and had the management of affairs. Mr. Crabb remained with it but a short time, and it fell into the hands of Mr. Biven. It was a Whig paper for about one year, when it became the American or Know-nothing organ for this section of the country, and as such assumed a prominence more than simply that of a local paper.

In 1856 the *Argus* took a decided stand in favor of the Vigilance Committees of California; moving in the line that had been foreshadowed by the unfortunate Tabor. The fierce war of aroused passions and the outpourings of bitterness that were brought forth in that short campaign of the citizens against the murderers and the thieves of California will never be forgotten until the sod shall rest over the last participant.

December 6, 1857, Rasey Biven, who had recently been a prisoner in Guaymas, Mexico, returned to Stockton, and started a weekly twenty-eight-column paper, Democratic in politics, and an ably edited sheet, called the *Weekly Democrat;* but he did not own the material of the office; and so found himself afloat before he had fairly started. August 15, 1858, we find Rasey's brother William assuming the proprietorship and editorial chair, and, changing its political front, mustered it into the Douglas army. Rasey Biven stated in his valedictory that his subscription list had reached 1,400, and that the paper was financially upon a firm basis.

From this time until September 20, 1862, when it was suppressed by Government order, the *Weekly Democrat* remained the only weekly issued from the *Argus* office. In 1858, when the split in the Democratic party occurred, the *Argus* became a strong supporter of the Douglas wing; and had it followed the advice of its great leader, given in his last speech at Chicago, in which he called upon his followers and countrymen to stand by the Union, it would have continued to be the leading paper of this valley; but the opposite course was taken, and in February, 1862, the services of A. C. Russell were secured in the editorial department, and it came out as a violent opponent of the administration and war. It hurled its anathemas against the Government, as it had formerly done against thieves and murderers, until by an order emanating from the Secretary of War it was suppressed in September following, and was never afterward resumed.

Mr. William Biven continued in the printing business after this for several years, and finally, July 3, 1865, began the publication of the

DAILY EVENING HERALD,

a paper of twenty columns. In the first issue he declared himself in favor of the Monroe doctrine and opposed to negro suffrage, considered the Republican and Democratic parties alike dead, and proposed to wait until new issues should be presented. April 19, 1869, the paper was enlarged to twenty-four columns. September 13, that year, he purchased of D. W. Gelwick the *Daily* and *Weekly Gazette*, suppressing the *Daily Gazette* and *Weekly Herald*. After that he published the *Daily Evening Herald* and the *Weekly Gazette* until January, 1875, when the latter name was finally abandoned and that of the *Herald* properly assumed for the weekly edition. January 15, 1870, four more columns were added to the daily, making it a twenty-eight-column paper; but some time between January 1 and July 1, 1872, these four columns were dropped, and the price of the

paper reduced to $6 a year. October 17 it was again raised to $10 a year, but all this time it was not a paying institution.

In the issue of November 13 appeared the new firm of Glenn, Stevenson & Co., as proprietors, consisting of William N. Glenn, R. W. Stevenson and William Biven, the latter withdrawing from active connection with the paper, he having entered into other business for a time, and sold to each of the parties named a one-third interest. Both of the gentlemen buying in had been attaches of the office; Mr. Glenn for six years. Mr. Stevenson took the business department, having had some experience in that line. February 17, 1873, exit Glenn, Stevenson & Co., and William Biven appears upon the stage again, becoming the arbiter of the *Herald's* destiny for three years, until January 2, 1875, when presto! the scene shifts,—and appears the *Daily Evening Herald* as a thirty-two column, and the *Weekly Herald* as a forty-eight column paper, published by the Daily and Weekly Herald Publishing Company, with the following gentlemen for directors: J. S. Davis, J. A. Morrissey, Charles Haas, Joseph Cole, L. B. Walthall, P. D. Wigginton, William Biven, T. E. Ketchum and J. R. W. Hitchcock, and William Biven as managing agent.

May 9, 1875, the body of Mr. Biven was found on North street, near the railroad, in Stockton. He had evidently been thrown from a horse and killed. Thus closed the eventful career of one of Stockton's journalists, who had for twenty-two years navigated the changing currents of public sentiment, sailing more frequently against than with the tide.

June 8, A. C. Beritzhoff became managing agent, and July 10, H. S. Spalding & Co. became its proprietors, the members of this firm being H. S. Spalding, W. G. Atkins, W. T. Compton, Fred. Biven and W. S. Johnson.

August 30, Fred. Biven purchased the property and assumed proprietorship. One of the first things he did was to reduce its size from thirty-two columns to twenty-eight. He then secured the services of A. C. Russell as editor, and trimmed his sails in the direction of Democracy.

The paper had become seriously embarrassed. It had not fully identified itself with any party, and in shifting from issue to issue, had often got on the unpopular side, until it was unquestionably on the decline. Fred. Biven changed the face of matters a little, but remained with it too short a time to make the change felt, when he sold to B. T. K. Preston and J. V. Bell, who began their supervision of the storm-beaten ship January 17, 1876, and sailed her on to glory and success. In 1883 we find Preston & Ruggles the publishers, who changed it to a morning paper, and shortly afterward it was discontinued, the *Evening Mail* taking its place.

THE STOCKTON GAZETTE

was a daily and weekly, the daily being first issued August 19, 1867, as a morning paper. It was a Democratic sheet, and was started when that party was weak in the county; and though the horizon did not present a cloudless sky, yet a company of practical printers ventured to try their fortune, and the result was a twenty-column daily that lasted until September, 1869.

It was under the business management, in the start, of C. M. Harrison and C. G. Miller. The first editor was C. D. Campbell, who was soon superseded by J. W. Leigh. Some time in 1867 P. L. Shoaff purchased Mr. Miller's interest, and the firm name became Shoaff & Harrison; and under the management of these gentlemen and the editorial charge of J. W. Leigh, the paper seemed to prosper,—at least a readable one was issued.

On the 1st of August, 1868, Harrison sold to Shoaff, and that gentleman became the sole publisher; but the party could not support two Democratic papers. The *Herald* was a formidable rival within its own party limits, although this paper was not very pronounced in its views. The concern became involved, and December 5, 1868, Mr. Shoaff's name last appears in connection with the paper. For ten days the

ship was without a captain, when D. W. Gelwick, after purchasing the concern, assumed the position nominally of publisher, and A. C. Russell became the editor. Mr. Gelwick was at that time State Printer, and was forced to commit its business management to "the winds" practically, there being no head in reality. The result was that though (from a partial perusal of its old files) we see it was ably edited, yet it was forced to succumb to the march of human events, and in September, 1869, it was absorbed by the *Evening Herald*, and the daily edition abandoned finally.

The weekly was continued by its old name in connection with the *Daily Evening Herald* until December 12, 1874, when Mr. Biven sold the establishment to a stock company, and the new company abandoned the old name of *Gazette*, and attached that of the *Herald* to their weekly edition.

THE DAILY MORNING COURIER

was started as the "Dolly Varden" organ, and as such was a lively sheet. Its proprietors had no capital, and the party was a failure. Consequently the paper was driven to the wall before it was fairly on its legs. The proprietors, the "Courier Publishing Company," issued the first number August 14, 1873, with L. F. Beckwith as editor, W. H. Robinson as local editor and W. D. Root as manager. It was the first paper in the State outside of San Francisco to issue a Sunday edition. September 12 it was enlarged to a twenty-four column paper. On the 29th Beckwith & Root retired, and James F. Meagher assumed the management. He announced that the policy of the paper would be to advocate railroads in this county within prescribed limits; but the employés mutinied October 1, seized and scuttled the craft and it went forever under.

THE NARROW GAUGE.

In June, 1873, William N. Glenn rented the printing material of the defunct San Francisco *Republican* and began in Stockton the publication of a semi-weekly called the *Narrow Gauge*, endeavoring to make headway from the enthusiasm of the people concerning narrow-gauge railways at that time, and also by employing, in November following, Mrs. Laura De Force Gordon to edit a woman's department. She had then but recently taken up her residence in this county at Mokelumne, now Lodi. But for the want of substantial nutriment, this paper of laudable ambition also starved to death while an infant. Mr. Glenn is now a superintendent at the great Pacific Press publishing house at Oakland, a Seventh-Day Adventist institution.

THE STOCKTON LEADER.

At this time the printing material of the *Stocktonian*—the wreck of another newspaper launch—was sold under an execution for debt. Mrs. Gordon purchased it and on September 22, 1873, issued the first number of the Stockton *Weekly Leader*, a semi-literary newspaper, which met with such favor by the public as to encourage the proprietor to venture upon the precarious experiment of publishing a daily paper. The old *San Joaquin Republican* newspaper and job printing office being still in the market awaiting a purchaser, Mrs. Gordon bought that also in April, 1874, and on the first of the next month issued the first number of the *Daily Leader*, Democratic in politics. The paper was conducted with ability and called forth favorable notices from the press of the State, and received a liberal share of local patronage. This enterprise had the novelty of being the first of the kind undertaken by a lady. Indeed, at that time it was the only daily newspaper in the world edited by a woman. The success of the Democratic party in the election of the State ticket in the summer of 1875 induced Mrs. Gordon to remove her printing office to Sacramento, where she sold it. The publication of the *Leader* was continued for a time and then discontinued. Mrs. Gordon was then and still is a practicing attorney at law and an advocate of woman suffrage.

SMALLER CONCERNS.

Among the transient sheets that for a brief time made their appearance was *The Sunday Morning News*, by Berdine & Root, a twenty-four-column sensational sheet that was started August 3, 1873, and ran profitably for about one year, when it became so personal, and the feeling engendered against it was so strong, that it was suspended by the publishers.

In January, 1874, the *Sunday San Joaquin Valley Times*, a sixteen-column paper, was started by Severy & Detten.

In May, 1873, *The Temperance Champion* made its appearance as the organ of the Champions of the Red Cross, and ably edited by Rev. C. V. Anthony. It was an eight-page monthly with four columns on each page, published by D. H. Berdine, and was sold to a San Francisco firm, after running some nine months, to be published at Champion headquarters.

The Stockton *Advertiser* was started May 26, 1877. It was a small sixteen-column weekly and was a Republican campaign paper. It was once enlarged, and finally suspended, February 16, 1878.

The Workingman was a twenty-four-column paper, first issued in April, 1878, and lasted two months.

The *Pacific Observer* is the only religious paper ever published in Stockton. It was the organ of the Cumberland Presbyterian Church. In November, 1868, it was published on Sutter street, having been removed to this city from Alamo. The patronage was poor, and it was at length moved to greener pastures.

D. H. Berdine & Co. (V. W. Beecroft), at the old stand, 350 Sutter street, published for a time the Stockton *Press* and Lathrop *Junction*, and afterward the *West Coast*. During the spring of 1889 the office and material were sold to two young printers—Karl I. and Goethe G. Faust, who, August 31, following, revived the *West Coast*, as an eight-page quarto weekly, issued on Saturday, with their father, G. L. Faust, a lawyer recently from Iowa and Dakota, as editor; but the enterprise died in November following.

The *College Exponent*, a monthly devoted to the interests of the Stockton Business College, was commenced in April, 1889, by K. I. Faust.

There have been a number of other periodicals whose lives were so brief, and which passed into oblivion so completely that we can get no data from which to record any special fact regarding them.



STOCKTON CHURCHES AND SOCIETIES.

CHAPTER XII.

AS will be seen on these pages, the first religious service of a Christian character ever held in this county was in 1848, by a Catholic priest. Whether he preached a sermon or not, is not known; he may have merely said mass. The first Protestant sermons here were by Presbyterian ministers, although the Methodists are generally first on pioneer ground. This time they were next after the Presbyterians.

These events, which were the first of a series continuing until the present time, and possibly for ages in the future, seemed to the actors at the time very insignificant and unimportant; but nevertheless, to us who have a remarkable history of the subsequent events with which to compare them, they are a constant source of pleasurable reflections.

St. Mary's Church, Catholic.—The first public Christian service held in San Joaquin County, was conducted by Father Francis S. Vilarassa, an eminent Dominican, in 1848, at the residence of Captain Weber. Two years afterward the first Catholic church building in the county was erected, at a cost of $25,000. The corner-stone of the present edifice was laid in 1861, and the building mostly erected in 1868, at a cost of $30,000. Since the time of Father Vilarassa, the pastors have been: Revs. Blaiye, Dr. Maurice, Joseph A. Gallagher, James Motter and W. B. O'Connor. The last-mentioned has been here a long term of years. The parish now numbers 2,900. The church building is located on the north side of Washington street, between Hunter and San Joaquin. The Catholic schools are mentioned under the head of schools elsewhere; and the Young Men's Institutes under head of societies.

First Presbyterian Church.—The first Protestant sermon ever preached in San Joaquin valley was by Rev. James C. Damon, on Sunday, July 1, 1849. This minister, a Presbyterian, was the seamen's chaplain, stationed at Honolulu, Sandwich Islands, who, visiting California that year, reached Stockton in his travels and preached from the deck of a storeship, taking as his text Gal. vi., 7, 8: "Be not deceived; God is not mocked; for whatsoever a man soweth that shall he also reap."

We have no account as to the second religious meeting here among the Protestants; but the third was conducted by Rev. James Woods, also a Presbyterian minister, at the cloth house of an old Methodist resident. On the front of this building was the sign, "A Temperance Store." Characteristic of the times, while Mr. Woods was preaching in one of the rooms, a blacksmith was shoeing a horse in the adjoining room, there being only a cloth partition between the apartments. The building belonged to Captain Atwood.

The following Sunday a more commodious place was secured; and to provide seats for the congregation, half-barrels yet full of whisky were set on end, and boards placed on top of

them. At that time Mr. Woods, with a wife and three children, were obliged to reside temporarily at Chapman's Hotel, which, though the principal one in the town, was a rough place, having gaming tables on the first floor, where drinking and carousing and the firing of deadly weapons were the daily programme.

For a house of worship in Stockton he went to San Francisco and purchased a building that had been framed for a warehouse, had it shipped to Stockton and put up, on the east side of San Joaquin street, between Maine and Market. He dedicated it on the first Sunday in May (5th day of the month), preaching a sermon on the text, "What is Truth?" from John xviii, 38. This sermon was published in the *Independent* after his death. The house of worship was a neat building, of good exterior, well furnished, and was the first Presbyterian church building in California, and the second on the coast.

As a specimen of a minister's pioneer work, the following is described in Mr. Woods' own language, taken from his amusing and instructive little work entitled "California Recollections:" "My duties in the summer of 1850, after the completion of the church edifice, were, to prepare and preach two sermons on the Sabbath, teach school five days in the week, cook for the children, and wash the dishes when my wife was sick,—which was a good portion of the time that first summer,—nurse my feeble wife, visit the sick, bury the dead, marry the betrothed, and spend my leisure hours in looking after matters and things generally."

For a biographical sketch of this devoted minister see two other places, to be found by the index.

Returning now to the history of the Stockton Presbyterian church: The pastors, since the days of Mr. Woods, have been, William C. Mosher, Mr. Davis, John A. Anderson, 1868–'62; Dr. Happersett, 1862–'65; James Skinner, 1865–'68; Benjamin E. S. Ely, 1869–'72; Samuel Robinson, 1877; L. Y. Hays, 1878; Robert McKenzie, May 14, 1879, to April 25, 1880; Mr. Scofield, H. S.Snodgrass, L. Sprecker and D. L. Munro, the present pastor, who came from Michigan and took charge in September, 1887. Supplies have filled the pulpit during the pastoral vacancies, so that the church should keep up service constantly. If any record was kept from 1866 to 1876 it has been lost.

The first elder was Martin Potter; deacon, Peter Modine; trustees, E. M. Howison. T. H. Pratt, Martin Potter, H. A. Alden and James Woods. The present elders are George Craig, Joseph R. Clayes and Angus McKennan. There are no deacons. The membership numbers about 250. There are two ladies' auxiliary societies.

The older part of the present building, on the old site, was erected in the spring of 1859, at a cost of $19,000, and dedicated on Christmas day, that year. In February, 1885, a large addition was completed and dedicated. It constitutes the front portion, and cost about $10,000.

The First Cumberland Presbyterian Church of Stockton was organized in September, 1886, by the Rev. T. A. Cowan, who is still the pastor. He was educated at Cumberland University, Lebanon, Tennessee, but he came from Texas to this city. He is a critical scholar, rather small, wiry, active in his physical constitution, and a zealous Christian minister. The membership of this church has already increased from sixteen to eighty-six. A Sunday-school is maintained. The first board of elders comprised W. B. Ford, A. M. D. McIntosh, John Wright and A. J. Taylor; the present board consists of W. B. Ford, A. J. Taylor, A. M. D. McIntosh, J. D. Elder and W. N. Rutherford.

The first church building, bought from the "Christian" society and now constituting the front portion of the present edifice, was dedicated in the spring of 1888. An addition to the rear has just been completed. The total seating capacity is now about 300. This church is magnificently furnished, the chairs alone costing $1,200. Total cost of the building, $2,300, not counting the ground. Location, on the

west of San Joaquin street, between Miner avenue and Lindsay street.

The First Congregational Church of Stockton.—On the evening of August 27, 1865, after the evening service a meeting was held in the Cumberland Presbyterian church: of Stockton, for the purpose of considering the advisability of organizing a Congregational church in the city. At that meeting Rev. P. G. Buchanan was moderator and George E. Houghton was scribe. At the meeting it was decided to organize a Congregational church: a confession of faith, church covenant and standing rules were adopted, and, Rev. P. G. Buchanan, A. G. Brown and J. T. Mills appointed a committee to draft and issue letters missive calling a council of churches on September 16, 1865, to review proceedings, and, if deemed advisable, to organize a Congregational church. The council convened, in which the First Church of San Francisco was represented by C. F. Baldwin, Sacramento by Rev. I. E. Dwinell, pastor, and A. C. Sweetser, delegate; First Church of Oakland by Rev. George Mooar, pastor, and I. L. Walker, delegate; San Mateo by Rev. J. H. Warren, pastor; and Clayton by Rev. B. S. Crosby, pastor.

Of this council, Rev. Dwinell was moderator and Rev. Crosby scribe. The decision was to organize: religious exercises were conducted and a sermon delivered, and fourteen members joined the church. They worshiped in the City Hall and in the Cumberland Presbyterian church until 1869, when the latter was sold and the present church edifice, on the north side of Miner avenue between San Joaquin and Sutter streets, was erected, at an expense of $7,600. It will seat 360.

The following have been pastors of the church since its organization:

P. G. Buchanan, September, 1862, to July 7, 1867; J. A. Daly, May 1, 1868, to August 8, 1870; J. C. Holbrook, D. D., December, 15, 1870, to October 28, 1872; M. Post, June 1, 1873, to 1879; D. T. Packard, December 12, 1879, to 1880; J. Hooper, 1881–'82; J. Kirby, October 12, 1882, to June 5, 1885; W. F. Furman, November 1, 1885, to October 4, 1887; E. J. Riggs, January 1, 1888, to March 26, 1889; R. H. Sink, June 9, 1889, to the present time.

J. A. Daly, J. C. Holbrook, D. D., and W. T. Furman were installed pastors.

J. T. Mills and F. P. Holden were the first officers. The present membership is 109.

The Central Methodist Episcopal Church.—J. C. Westbay was one of the first Methodists in this section, arriving in Stockton September 5, 1849, and pitching his tent on the site of the present church east of the court-house. He soon met other Methodists, as Upton N. Reamer and George S. Pierce, and they held a prayer-meeting in his tent, where about seventy persons were in attendance. During the progress of the meeting a Methodist preacher from Tennessee named Hopkins arrived, walking into town and leading a packed mule. On approaching the vicinity of the tent he heard the singing and saw the crowd about the door, and at first thought that it was a gambling establishment. On working his way in he thanked God with outstretched arms for what he found. He preached a short sermon that night, and also the next night, to a congregation of about 100 people. The meetings were continued nightly for about ten or twelve days, when the rains set in and caused their discontinuance.

Shortly after Rev. James Corwin ("Uncle Jimmy") came and organized a class, who appointed five trustees for a church building, namely, Joseph Landin, Upton N. Reamer, J. C. Westbay, "Uncle John" Andrews and Mr. Ratcliff. The first effort, that fall, to build a house of worship, was unsuccessful, as was also the second effort in February following. The third effort, in 1851, resulted in the erection of a building, on Washington street, which was dedicated July 28, that year, by "Father" Isaac Owen. Rev. J. C. Corwin, being a carpenter by trade, did the mechanical work, with assistants, and he also was the pastor, and J. M. Buffington was superintendent of the Sunday-school. In the spring of 1860 the building

was removed to the corner of Weber avenue and San Joaquin street, remodeled and enlarged, and rededicated June 3, that season, by Bishop Jesse T. Peck. But the membership increased so rapidly that soon a still larger edifice was needed. The old building was sold and fitted up for a hotel, and the building formerly known as Agricultural Hall was purchased and fitted up. During the summers of 1868–'69 they rented this building for the storage of grain, at considerable profit. The present (or, when this volume is issued, the last used) church building is in fact only the basement or first story of what was contemplated; but the needs of the society outgrew their building at so rapid a rate that by the time this work is published they will be occupying their magnificent, modern structure, soon to be described. The present building, located precisely on the ground where Mr. Westbay's prayer-meeting tent was first set up, cost $22,000, and was dedicated on the first Sunday of January, 1870, by Rev. M. C. Briggs, Dr. Thomas preaching in the evening. Rev. J. H. Maddox was pastor.

The new church building, on the northeast corner of Miner avenue and San Joaquin street, is by far the most splendid in the city, and in the most favorable locality. It nearly covers two lots, the total dimensions of which are 101 x 151½ feet. The spire is 172 feet high; the two gables about eighty feet in length. There are two great triple windows, one in the west and one in the south gable, which with the other windows flood the auditorium with a softened, mellow light. The main entrance is through the tower on the corner, and there is also an entrance at the north end of the main building, and another at the east end, at its junction with the Sunday-school building. The material of the walls is brick, with brown-stone trimmings. The choir and organ are back of and above the pulpit. The floor gently slopes from the south to the north, and the pews are arranged in the segments of a circle. Height of auditorium, forty-four feet in the center, twenty-eight at the sides, and the ceiling is of open timbered work, with panels, ribs, etc. Seating capacity of the auditorium, including gallery, 1,004. The Sunday-school room, 70 x 76 feet, and gallery will accommodate 1,200. The six bible-class rooms and the primary room can, by the removal of sliding doors, be all thrown together into one room. Pastor's study and other rooms are added and magnificently furnished. Total cost of ground and church, $60,000, or rather, when the furnishing is all done, about $75,000.

The membership of the Central Methodist Episcopal Church is 424, according to the last annual report, and the number of probationers fifty-seven. There are two "local" preachers. Of course this large society has a goodly number of auxiliary organizations. The pastors have been, Revs. James Corwin; William Morrow, 1851–'52; H. C. Benson, 1852–'53; G. S. Phillips, 1853–'55; S. B. Rooney, 1855–'56; P. G. Buchanan, 1856–'58; J. B. Hill, 1858–'60; D. A. Dryden, 1860–'62; J. W. Ross, 1862–'65; David Deal, 1865–'67; J. H. Maddox, 1867–'70; C. V. Anthony, 1870–'73; H. B. Heacock, 1873–'76; T. S. Dunn, 1876–'79; John Coyle, 1879–'82; J. L. Trefren, 1882–'83; A. T. Needham, 1883–'86; H. B. Heacock again, 1886–'87; W. Dennett, 1887–'88, and S. J. Carroll, since September, 1888.

Visher Methodist Episcopal Church, worshiping in a small building at the corner of San Joaquin and Clay streets, has eighteen members and one probationer, and was recently organized as an outgrowth of a mission that had been established in that vicinity in 1882, by Rev. J. L. Trefren, who is now the pastor. The chapel, erected four or five years ago, is estimated, with lot, at about $2,000.

See last page of this volume.

The *German Methodist Episcopal Church* was organized September 2, 1855, with only six members, Rev. August Kellner being their first pastor. The members were William Kuhl, Anna Maria Kuhl, Borchardt Boeschen, Christopher von Glahn, Cathrina Glahn and Amdia Mersfelder. The first officers were Rudolph

Gnekow, H. Tienkin, J. Hamann, Lewis Mersfelder and C. Neumueller. The pastors since the first have been, Carl Dierking, G. H. Bollinger, Charles Augustus Hertel, Hermann Brueck, Carl Dierking again, Matthaeus Guhl, G. H. Bollinger again, F. Bonn, K. Frenz, Andreas Konzelmann, C. A. E. Hertel, H. Brueck again, A. Lemkau to October, 1889, and G. J. Jaiser to date. There are now forty-seven members and five probationers, with Christian Neumueller as class-leader. The church and parsonage are located on the west side of Sutter street, between Main and Market. The church was erected in 1869 at a cost of $7,000.

The *Methodist Episcopal Church, South*, ("Grace Church"), now numbering about sixty members, worship in their large church edifice on Weber avenue between Sutter and California streets. The pastors for a number of years past have been: Revs. Mr. Richardson, about 1879; J. Gruell, J. T. Howard, and a local preacher who filled out his unexpired term; W. T. Grove; George Sim; R. Boyns two years; A. C. Bane, two years; and since October, 1888, R. J. Briggs, from Montgomery, Alabama. Rev. W. J. Mahon, of Modesto, is the presiding elder; preceding him was Rev. Mr. Renfro. This charge is in the "Pacific Conference." T. A. Gill is the superintendent of the Sunday-school, where the average attendance is about fifty.

During the year 1887 a magnificent parsonage was built, at an expense of about $4,000,—not counting the lot,—on Stanislaus street, between Channel street and Miner avenue.

Ebenezer Church, African Methodist Episcopal, was organized many years ago. There are now thirty-three members and a Sunday-school. The class-leaders are Dennis Maxwell and Thomas Campbell. The ministers for the last ten years have been Revs. P. R. Greene, J. F. Anderson, J. W. Sanderson, E. L. Tappan, Mr. Savins, and G. C. Clark since October 28, 1888. The house of worship is a brick structure about 30 x 46 feet, will seat 200, and is situated on the west side of Commerce street, between Washington and Lafayette. This society has been much stronger, numbering at one time about a hundred.

St. John's Church, Protestant Episcopal.—August 25, 1850, Rev. O. Harriman preached in the Corinthian building, and presided at the election of wardens and vestrymen, organizing and naming the church. R. K. Eastman and J. M. Bissell were elected wardens, and the vestrymen were Charles A. Ward, Samuel Knight, Isaac S. Freeborn, J. Lansing, Messrs. McCracken, Schenck, Summersheys and Prentice. For the first two years Mr. Bissell held regular lay services, with an occasional sermon from Rev. O. Clark, D. D., of San Francisco, and Rev. John Morgan. In November, 1855, Rev. Joseph S. Large was installed the first rector. The church was admitted into the union at the convention of 1854, being represented by W. H. Glover. The successive rectors have been, Revs. E. W. Hagar, D. F. McDonald, J. G. Gassman, Elias Birdsall, William P. Tucker, Mr. Birdsall again, H. L. Foote, H. H. Hewlett, 1878; Mr. Birdsall, the third time, 1879–'81; E. H. Ward, 1882–'85; W. C. Mills, 1886–'88; and W. J. Lemon since November, 1888. The membership has been in the neighborhood of 175 to 200 for a number of years.

The house of worship was built in 1858, being ready for occupation April 29, that year, at a cost of about $10,000. It is situated on the northeast corner of Miner avenue and El Dorado street. A guild hall is just completed, at the same cost. The church edifice, one of the neatest in the State at the time it was erected, was built according to plans drawn up by R. K. Eastman, the senior warden, and will seat about 300. It was dedicated June 22, 1858. The organ cost $1,250. Besides this, a mission chapel was built in the fall of 1873, when Mr. Foote was rector, at a cost of $960. The mission Sunday-school had been started during Mr. Birdsall's rectorship in 1870–'72. Since 1874 a fund has been in process of accumulation for the erection of a new church edifice.

First German Reformed Church.—As early as 1851 Rev. H. Kroh was sent to this coast as

a missionary. He came to Stockton in 1852, and in June of that year held services, at his residence. For some years afterward there was occasional preaching, in the meeting-house east of the court-house, but no regular organization of this denomination was effected until May 23, 1870, when Rev. F. Fox became the pastor, preaching in the Christian church on Lindsay street. After this for two years they held service in the City Hall. A lot was then given them on the corner of Miner avenue and Stanislaus street, by Captain Weber, and a building completed there by February 2, 1873, at a cost of $3,000. The first officers of the church were Conrad Bachman, T. Fruny, H. Lotze, Louis Tschierschky, S. Harney, and H. Schroeder. The pastors succeeding Rev. Fox were J. Wernely, E. Mullhaupt, E. Edmunds, J. Friendling, etc. At one time there were over a hundred members, but the society has become so weak of late years as to be unable to sustain regular services.

Zion's Church, First German Evangelical Lutheran, was organized February 27, 1882, by Rev. C. L. Wugezer, from Grand Rapids, Michigan, with sixty paying members. During the same year they built their house of worship, of brick, on the south side of Channel street, near American street, at an expense of nearly $7,000, including lot. It will seat 200. Rev. Wugezer was succeeded in the pastorate in 1886 by Rev. E. P. Block, the present incumbent, who also preaches at Lodi once a month, where he has a "filiale." The number of members remains about the same. The trustees are G. Ledeker, president; H. Bekman, C. Bekman, H. Vogelgesang, and A. Gerdes. L. Tschierschky is secretary of the church, and John Kafitz treasurer.

First Baptist Church.—In February, 1853, J. B. Saxton preached the first Baptist sermon in Stockton. On the 6th of the next month a church was organized, with the following officers: B. W. Owens, deacon and treasurer; R. Black, deacon; W. W. Webster, clerk; these three men and M. Walthall were the trustees. Mr. Owens immediately purchased a fandango house and lot on Center street, between Main and Market, and presented it to the society, who fitted it up and used it as a church until 1860, when the present building, a commanding brick structure on the southwest corner of Hunter and Lindsay streets, was erected, at a cost of $13,000.

A few years ago a fine pipe organ was provided, at an expense of about $3,000. There are now 185 members. E. R. Stockwell has been deacon of this church ever since 1856. A. M. Rowe and Thomas Barnes are the other deacons now serving; Charles Beecher is clerk of the church, and A. M. Allen, treasurer. Connected with this church are a young people's society of Christian endeavor, ladies' aid society, etc., and a mission Sunday-school in the eastern part of the city. The society owns a parsonage on the church lot. The pastors have been: Revs. J. B. Saxton, Thomas Atwood, Clark King, C. R. Hendrickson, J. H. Giles, S. B. Morse, F. N. Barlow, W. T. Fleenor, 1879–'82; F. S. Lawrence, 1882 '87, and A. M. Petty since May 1, 1889.

The *Second Baptist Church* (colored) was organized in September, 1854. Subsequently they purchased the famous frame church which Rev. James Woods had brought from San Francisco for the Presbyterians, the first in the State. This building they moved to its present location on the south side of Washington street between Commerce and Beaver streets, fitted it up and have ever since occupied it. Recently it has been remodeled and improved, at an expense of $525. Numerically this church has always been weak. At present there are about twenty-two members. Regular preaching, once a month. A Sunday-school is maintained. The deacons are J. Burrows, T. Petter and C. H. Sublett. Rev. W. A. Mitchell has been pastor since 1887.

The *Christian Church* was organized in Stockton August 24, 1851, with twenty one members, by Elder Thomas Thompson, from Santa Clara. January 24, 1852, they elected W. W. Stevenson, elder, and Thomas Maxwell, deacon. June 6 following, Mr. Maxwell, Silas Hitchcock and J. W. Smith were elected trustees. August 2,

same year, J. D. Green, Sampson Hitchcock and John Hitchcock donated a lot to the church, where the Central M. E. Church now stands. May 8, 1853, the society met for the first time in their church there, which was a small frame building purchased and moved upon the lot; it cost $1,250 unfurnished. April 18, 1858, the church was reorganized. Most of the members had been living about six miles east of the town, on the Waterloo road, and met there until the reorganization. At this time they elected Messrs. Green and Maxwell elders, and Silas Hitchcock and J. Lynch deacons. Subsequently they sold that property, and in 1860 bought the Cumberland Presbyterian Church on Lindsay street. Finally, in 1871, they purchased the frame building and lot they now occupy, on the west side of Sutter street, between Main and Weber. This church is 36 x 50 feet in size.

The present membership is about a hundred. The elders are W. C. Miller, Silas March and Dr. Spence. The chief ministers for a number of years past have been Elders Ham, H. D. Connell, L. B. Wilkes and the present one, Peter Colvin. A Sunday school is kept up, but no signal prosperity attends it at present.

The "*Reorganized Church of Latter-Day Saints*" ("Joe Smith Mormons"), have had a small society in Stockton for many years, but it has scarcely grown any since the first. They claim nominally between twenty-five and thirty members. Their church is a very small building near the corner of Sutter and Clay streets, in the southern part of the city. John Nightingale, a resident, is the presiding elder, Mr. Darrow the teacher, and Dr. Israel D. Davis the priest. Other ministers in recent times have been Henry Robbins, John Blake, Daily, Potter, Darrow, etc. No regular meetings have been held since last spring (1889).

For the Hebrew congregation (not "church") see under head of societies.

SOCIETIES.

The first convention of the Masonic order in this State met at Sacramento April 17, 1850, and completed the organization of the first grand lodge of this State on the second day afterward. There were then but six lodges represented on the coast. The first formal meeting of Freemasons in Stockton was held near Captain Weber's gate.

San Joaquin Lodge, No. 19, F. and A. M., was chartered May 5, 1852. The first officers were J. G. Candee, W. M.; F. C. Andrew, S. W.; Rasey Biven, J. W.; E. W. Colt, Sec.; J. C. Morris, Treas.; Wm. Hunter, S. D.; R. F. May, J. D.; M. Kierski, Tiler; Rev. James Woods, Chap. This, the oldest Masonic lodge in the city, now numbers ninety-eight members.

Previous to the organization of the above lodge, however, in 1850, the "Gregory Yale" lodge was instituted in the law office of Fair & Booker, under a dispensation from the Grand Lodge of Florida, but did not exist long.

Morning Star Lodge, No. 68, F. and A. M., was organized December 25, 1854, and chartered May 2, 1855. The charter members were J. G. Jenkins, H. C. Benson, W. W. Stevenson, O. C. Gage, W. H. Gray, W. G. Canders, E. G. Vaughn, J. C. Simmons, W. F. McKee, E. G. Bateman, J. Burkhalter, J. M. Van Syckle, Allen Lee Bours and Lemuel Lyon. The first officers were: Lemuel Lyon, W. M.; G. R. Warren, S. W.; E. G. Vaughn, J. W.; J. M. Van Syckle, Treas.; Wm. H. Gray, Sec.; V. M. Peyton, S. D.; O. C. Gage, J. D.; W. W. Stevenson, M.; E. B. Bateman and Burkhalter, Stewards. At present this lodge has about 140 members, near which number it has ranged for many years.

Stockton Chapter, No. 28, R. A. M., was instituted January 8, 1861, with the following eighteen charter members: Robert Porterfield, Fletcher C. Andrew, Royal B. Parker, James A. Jackson, D. F. McDonald, L. Kullman, Alexander Burkett, Wm. H. Neal, Cornelius Carpenter, F. Bonacina, James Littlehale, C. P. Benedict, E. D. Eldridge, S. Eldridge, Charles Grunsky, L. D. Hamilton, E. B. Lockley and Lawrence C. Van Allen.

The first officers were: Robert Porterfield, H.

P.; Fletcher C. Andrew, K.; Royal B. Parker, S.; James A. Jackson, C. H.; D. F. McDonald, P. S.; L. Kullman, R. A. C.; A. Burkett, M. 3d V.; W. H. Neal, M. 2d V.; C. Carpenter, M. 1st V.; James Littlahale, Sec.; F. Bonacina, Treas.; C. L. Benedict, Guard.

In this chapter there are now 106 members.

Stockton Commandery, No. 8, K. T., was established March 18, 1867. The first officers were: S. H. Fickett, Com.; R. C. Gridley, S. W.; J. Littlehale, J. W.; A. Burkett, Warder; W. Black, Standard Bearer; D. Deal, Prel.; D. Brown, Sword Bearer; J. Littlehale, Rec. pro tem.; A. Burkett, Treas. pro tem. These, with P. G. Buchanan, James Campbell and F. Bonacina, were the charter members. The commandery now has a membership of 100.

Stockton Council, No. 10, R. and S. M., was organized February 8, 1869, with the following charter members: Wm. A. Davies, G. B. Claiborne, A. Burkett, Frank Stewart, R. W. Stevenson, D. W. Gelwick, James R. Selden, Wm. T. Browne and S. H. Fickett. Present membership, seventy-three.

Home Chapter, No. 50, O. E. S., has a membership of 150 to 160. Present officers: Mrs. Emily A. Bagley, W. M.; Joseph F. Mosley, W. P.; Mary E. Welsh, A. M.; Fannie Harp, Sec.; Mrs. Lydia A. Henry, Treas.; Margaret Beebe, Cond.; Alice Baum, Assoc. Cond.

The Scottish-rite Freemasonry was once established in Stockton and flourished for a time, but no lodge of that order exists here now.

The *Masonic Hall Association* of Stockton was incorporated April 29, 1874, with a capital of $40,000, purchased in September that year a part of the land upon which the temple now stands, and the remainder, 40 x 94 feet in February, 1883, making the whole area for the site 140 x 90 feet, bounded by El Dorado, Bridge and Channel streets and Bridge alley. At the same time the association increased its capital stock to $80,000, and proceeded to build one of the most beautiful structures in the State. The corner-stone was laid June 9, 1883, by the Masonic Grand Lodge of the State of California,—Clay Webster Taylor' of Shasta, Grand Master. The building was accepted from the contractor and building committee May 23, 1884, the work having cost $98,000, and opened by a grand authors' carnival and art loan exhibition, which began April 21 following and continued nine days. The temple is very commodious, containing on the third floor two lodge rooms, a commandery hall and armory, a library room, a banquet hall and lavatory. Over all these, in the attic, is an immense, completely furnished kitchen. The second floor provides a Masonic music hall 66 x 88 feet, and fourteen other large rooms, closets, etc. The first floor has four stores and two offices, besides the postoffice. The basement, with concrete floor, is 114 x 152, as it extends out under the sidewalks. A steam pump inside, connected with a sealed well in Bridge alley, supplies the building throughout with water.

The following eloquent introduction to Oddfellowship in Stockton is from Thompson & West's History:

"In the fall or winter of 1851, there seemed to be but one impulse that moved the miner, the merchant, the masses—a mania that bound the sense and held the heart, the faculties and the human impulse enthralled. There was but one note in the scale of sounds that reached the heart and arrested the mind and its possessor, and that was gold. Life was of no account; health weighed but a grain in the balance, and was noted only by the loser. The faculties that God had given to man with all his impulses, were engines of power or destruction, as the case might be, that urged the possessor on to the goal of his *ignis fatuus*—the wealth of the gold fields of California. The weary fainted along the wayside, the sick died, the ruffian murdered his victim, but the passer-by turned neither to the right nor left, but, like 'Excelsior,' the face was ever in the one way—toward sudden wealth.

"At such a time, when Stockton had palaces for gamblers and streets for a stranger, sick, to sleep in, a sick man came to this new city from



MASONIC TEMPLE, STOCKTON.

the mountains and found a merchant with whom he had had dealings, who kindly furnished him with quarters, medical aid, and an attendant; but the dark shadow from beyond the river had been cast upon his life's trail, and from among strangers he was to enter upon the mysterious unknown. When he learned from his physician that his days were drawing to a close, he remembered that there had been, in 'the old-time days,' a time when he had learned of the love that bound David to Jonathan, and through the aid of his attendant he at last found that another of the brotherhood lived here in Stockton, to whom he made himself known. He had touched the chord that sent forth the magic strain, he made himself known and called for a brother. It was a call that never goes unheeded, and from that time until death his wants were supplied, his pillow smoothed and his path made easier to the grave. When the strange brother was prepared for the burial, a notice was placed about the town calling upon the brotherhood to attend the burial of one of their number. It was a strange gathering that, where strangers from every State in the Union, and from other lands, met around the bier, and with signs to them only known, found that they were brothers. It was the talisman that had, like a magic wand, arrested the stranger in his eager pursuit of wealth, and brought him to the side of a dead stranger. They followed the remains to the grave, and laid away to rest, in a strange land, the first of their number, so remembered in the great valley of the San Joaquin.

"This burial had brought together the members of the order and stirred afresh the slumbering fires upon the altar of fraternity. This act of charity had arrested their attention, rekindled the flame, and the result was the organization of the first lodge in this part of the State, and they called it 'Charity Lodge,' because of the event that had called it into being. It was the fifth lodge formed in the State, although it was numbered the sixth."

Charity Lodge, No. 6, I. O. O. F., was organized February 14, 1852, with E. G. Greenfield, H. O. Mathews, R. K. Chamberlyn, S. M. McLean, J. J. Byther and William Garvin as charter members. The first officers were: I. Zachariah, N. G.; S. M. McLean, V. G.; George R. Buffum, R. S., and H. Mitchell, Treas. This lodge is now 290 strong. In fact, Oddfellowship has an unproportionably large number of adherents in Stockton and vicinity.

Stockton Lodge, No. 11, I. O. O. F., was organized June 7, 1853, with the following officers and charter members: T. K. Hook, N. G.; C. Grattan, V. G.; A. Spooner, Sec.; H. Mitchell, W.; E. G. Greenfield, Con.; J. C. Edwards, R. S. N. G.; W. Harris and M. Lindauer. This society still flourishes, with about 220 members.

Truth Lodge, No. 55, I. O. O. F., was organized December 18, 1884, with about 130 members, 119 being initiated the first night! 122 had been elected, but three could not be present; and all this, too, without drawing even one from the membership of the other lodges. The twenty-one charter members had not before that affiliated with any other Odd Fellow lodge in the city. This is a vigorous society, having now 280 members and about $12,000 in the treasury. They meet in Masonic Hall.

The first officers were: C. C. Keniston, N. G.; J. P. Spooner, V. G.; Ed. Nielsen, Rec. Sec.; John Garwood, Per. Sec.; John Hammond, Treas.; Frank Laning, Jr., P. G.; A. M. Woods, Warden; O. S. Henderson, Cond.; Thomas Dinning, I. S. G.; H. D. A. Petzinger, O. S. G.; W. C. Costelow, R. S. S.; E. E. Austin, L. S. S.; C. L. De Vinny, Chap.; R. C. Tubbs, R. S. N. G.; Wm. A. Abernethy, L. S. N. G.; Wm. Baldwin, R. S. V. G.; Franc Moya, L. S. V. G.

Parker Encampment, No. 3, I. O. O. F., was organized June 10, 1853. First officers and members: E. W. Colt, C. P.; M. B. Kenney, H. P.; W. G. Phelps, S. W.; C. O. Burton, S.; A. Wolf, Treas.; Joseph Fulton, J. W., and J. B. Hill. This encampment still prospers, having now a membership of 175.

Canton Ridgeley, No. 15, Patriarchs Mil-

itant, was instituted October 6, 1884, by J. N. Applegate, Grand Patriarch, and W. B. Lyon, Grand Scribe, with the following officers: W. H. Woodbridge, Commander; C. M. Keniston, Vice-Commander; D. F. Northrup, Officer of the Guard; George F. Roesch, Secretary, and C. E Perkins, Treasurer. February 25, 1886, the degree camp merged into a canton, and the following officers were mustered in by General John Breyfogle, assisted by Major Kahn and Captain E. L. Gnekow: W. H. Woodbridge, Captain; C. M. Keniston, Lieutenant; E. L. Gnekow, Ensign; George F. Roesch, Clerk; J. E. Hall, ——. There are now forty-one members. The canton meets the second and fourth Thursdays of each month, at Odd Fellows' Hall.

Lebanon Lodge, No. 41, Rebekah Degree, was instituted in January, 1878, with twenty-five charter members. First officers: A. J. Hyde, N. G.; Mrs. M. A. Thorndyke, V. G.; C. F. Rea, Sec.; Mrs. L. L. Bond, Treas. There are now 250 members.

Rainbow Lodge, No. 55, I. O. O. F., Rebekah Degree, was established in May, 1886, with about fifty members, and the following officers: Mrs. Emma Reynolds, N. G.; F. W. Ritter, V. G.; Miss Anna Edwards, Rec. Sec.; Miss Alice Smallfield, Per. Sec.; Mrs. George Winter, Treas. The present membership is about 100. They meet in the Odd Fellows' lodge room in Masonic Temple.

Odd Fellows Hall Association was organized as early as March, 1857, and, as is characteristic of the order, they have in their magnificent hall, corner of Main and Hunter streets, a respectable circulating and reference library. H. T. Dorrance is the president of this association, and G. C. Hyatt secretary. It comprises three classes of members,—contributing, life and honorary.

Charter Oak Lodge, No. 20, K. of P., was instituted January 27, 1872, with these gentlemen as officers: C. M. Small, W. H. Keep, W. F. Fletcher, W. Kierski, W. W. Hatch, Joseph Fyfe, J. H. Barney, Jr., S. Y. Strait and C. C. Lyons. This lodge at present has a membership of 104.

Centennial Lodge, No. 38, K. of P., was organized July 22, 1876, with eighty-three charter members; it now has 145. The first officers were: Past Chancellors, S. G. S. Dunbar and Henry Adams; S. G. S. Dunbar, C. C.; Jacob Salz, V. C.; W. H. Keeler, P.; Charles Grunsky, M. of E.; Frank A. Stewart, M. of F.; Lewis B. Noble, M. at A.; Stanton L. Carter, I. G.; Samuel L. Terry, O. G.

Willow Lodge, No. 55, K. of P., was established June 12, 1879, with about eighteen members; there are now 120.

Nemo Lodge, No. 161, K. of P., is still another organization, the particulars of which we failed to obtain.

Stockton Division, No. 5, Uniformed Rank, K. of P., has been recently organized, but is not flourishing.

Section 175, Endowment Rank, K. of P., was instituted May 30, 1878. The officers soon after organization, if not the first, were: Henry Adams, P.; J. B. Sears, V. P.; F. H. Meisell, C.; Joseph Fyfe, Sec. and Treas.; J. P. Shaver, G.; Joseph Wiley, I. G.; G. W. Newell, S. This section now numbers sixty-five members.

The Pythian Hall, the most neatly and thoroughly equipped in the State, is the uppermost story of the McKee building, southwest corner of Main and Hunter streets, and was fitted up in July, 1889, by the four lodges. It is called the new Castle Hall, in contradistinction to the old Castle Hall, and was dedicated December 4, 1889.

San Joaquin Grove, No. 9, U. A. O. D., was organized August 15, 1867, with the following officers and members: William Sievers, N. A.; J. A. Brandt, V. A.; C. Wittkopf, Sec.; A. Krieg, Treas.; C. Luehrs, I. G.; J. Hansel, Con.; Henry Hertzer, Louis Hansel, F. Niestrath, J. Zeh and B. Gebhardt. This is a German society of sixty-five members at present, in a prosperous condition.

Stockton Grove, No. 25, of the same order, and consisting of English speaking members,

was organized March 17, 1874, but went down about eight or nine years afterward.

Iroquois Tribe, No. 35, I. O. R. M., was organized July 27, 1870, with fifty-five influential members. First officers: J. R Selden, S.; E. H. C. Taylor, Sr. S.; J. H. O'Brien, Jr. S.; F. S. Hinds, K. of W.; Eugene Lehe, C. of R.; Robert Stevenson, Prophet. The present membership is thirty-two; C. A. Campbell is C. of R., and J. L. Mowbray is Sachem.

Montezuma Tribe, No. 18, of this order, organized June 8, 1869, with a large membership, has "gone down."

Court San Joaquin, No. 7682, I. O. F. (Foresters), was organized February 21, 1889, by Dr. F. A. Geisea, A. L. Wulff, and others. The membership has increased from sixty-six to eighty-four. They meet in Good Templars' Hall twice a month. A. M. Smallfield is the present Chief Ranger, and George Hornage, Secretary. The court joined the "English branch" in November, 1889.

Security Council, No. 183, O. C. F. (Order of Chosen Friends), was organized May 21, 1885, and now meet in the McKee building. There are eighteen members. F. L. Flynn is Councilor, S. B. Coates, Secretary, and J. V. Logan, Treasurer.

Stockton Lodge, No. 23, A. O. U. W., was organized February 27, 1878, with ninety-three charter members, and the following named as officers: F. De Lano, P. M. W.; J. R. Williams, M. W.; A. E. Aubury, G. F.; C. W. Rickey, O.; H. E. Robbins, G.; A. M. Cadien, Rec.; Dr. L. E. Cross, R.; A. F. Lochhead, F.; J. C. Bowden, I. W.; William Crandall, O. W. This lodge now has 276 members in good standing.

Upchurch Lodge, No. 253, A. O. U. W., was organized in June, 1888, with about eighty-one members. There are now eighty-five. H. W. Shepherd is Master Workman, and George Hornage Secretary.

Stockton Lodge, No. 1596, K. of H., was organized in August, 1879, and has a membership at present of fifty-seven. A. W. Chance is Dictator, S. B. Coates, Reporter, and J. T. Oldham, Treasurer.

Fountain Lodge, No. 34, United Endowment Associates, was organized in August, 1887. The first Past Commander was J. N. McCall; Commander, R. T. Earle. The membership has increased from thirty-four to fifty-eight, and meet in Good Templars' Hall the second and fourth Thursdays of each month. The present officers are: F. M. McCall, P. C.; H. M. Spohr, C.; Nellie A. Atwood, A. C.; C. W. Sanderson, V. C.; A. M. Woods, Sec.; George Winter, Fin. Sec.; Mrs. Katie Earle, Guardian; M. Sinsheiner, Sen.

Rawlins Post, No. 23, G. A. R., was organized in the fall of 1882, and now has about 200 members, influential and zealous. The State Encampment was held here early in 1888, when about $2,000 was raised for the entertainment of the visitors. A grand ball, banquet and concert were given, Governor Waterman was present, and a most successful jubilee was enjoyed.

December 4, 1889, James E. Eaton was elected Commander of this Post; T. S. Lonigan, Senior Vice-Commander, and R. E. Steacey, Junior Vice-Commander. Mr. Eaton is a naval veteran, having fought under Commodores Farragut, Dupont and Dahlgren.

The Woman's Relief Corps, organized in 1885, and now comprising about 100 members, is one of the most efficient in the United States, all the ladies being zealous workers. Mrs. Sarah Tripp is the president. A camp of the sons of the veterans was also organized in July, 1889, of which Louis A. Eaton is captain. The veterans first organized here in 1868, as Rawlins Post, No. 9, but permitted their interest to wane and finally threw up their charter.

The San Joaquin Valley Association of Veterans of the Mexican War was organized July 4, 1876, with headquarters at Stockton, and the following named as officers: Frank Stewart, Pres.; Thomas E. Ketchum, V. P. and Marshal; John H. Webster, Sec. Frank Stewart, Thomas E. Ketchum, James J. Evans, John

Canavan, Samuel Catts and Frank W. Moss were elected directors. Over eighty joined this association, but in the nature of the case the number must diminish more and more rapidly with the advancing age of the veterans, and so reduce the interest in attendance at meetings, which for some time past have been actually discontinued. Nominally, there are yet over sixty members, of whom William Murray is president.

Stockton Parlor, No. 7, N. S. G. W., was established March 12, 1881, with about fourteen members; there are now 150, who meet in Good Templars' Hall every Monday evening. W. M. Bours is president and W. H. Lyons secretary.

The Sons of St. George organized their society here in Stockton July 22, 1889, and have now over thirty members. The leading men in this patriotic association are E. A. Tretheway, Wm. H. Robinson, J. Bibbero, J. H. Bray, R. Condy, Ed. Blake, B. A. Hester, W. H. Hibbitt, A. M. Barratt, etc., all natives of Albion's isle, but the constitution of the society admits to membership also the sons and grandsons of natives of England. They have organized to aid each other in sickness, in obtaining employment, in social culture and in the inculcation of the principles of patriotism. They meet twice a month, in Red Men's Hall.

The Irish-American Benevolent Society of Stockton was incorporated April 3, 1869, for "the relief of sick members, the interment of deceased members and also of deceased wives of members, the moral tuition of each other, the propagation of general intelligence, unity, friendship and brotherly love among all the members." Those only are eligible to membership who are "descendants of Ireland, from one or both parents, in good health, and of good moral character, between the ages of eighteen and fifty." The original organizers were: C. L. Murphy, P. F. Dolan, M. McCann, M. F. Smith, J. A. Muldowney, E. W. Powell, Timothy Murphy, B. McCann, T. C. Mallon, John Feeley, Arthur O'Keefe, Jas. Darcy, Thomas Kelly, John Quinn, John Ginn, John O'Keefe, Michael Fitzgerald and J. W. Feeley. The first officers were: T. C. Mallon, president; C. L. Murphy, vice-president; E. W. Powell, secretary; John Quinn, C. S.; James Darcy, treasurer.

Stockton Division No. 1, Ancient Order of Hibernians, was organized in October, 1869, with the following charter members: M. J. Garvin, James Kinney, John Garvin, Peter Garvin and John Burns. There are now 150 members, of whom John Quinn is president and Wm. McCarty and James Burns secretaries.

The Stockton Turnverein was organized June 16, 1856, with thirty-nine charter members. The first officers were: Charles Grunsky, Pres.; H. Fisher, V. P.; J. Dauber, Sec.; M. Kullman, Cor. Sec.; J. Hahn, Fin. Sec.; S. Burgun, Treas.; G. Bernhardt, first leader; W. Haffner, second leader; P. Kraft, J.; J. Dauber, librarian; B. Reibenstein, singing leader. There are now about a hundred members, of whom Charles Barthman is president, and who own the building and ground they occupy, on the east side of Hunter street, near Weber avenue, valued at about $20,000.

Compagnia Italiana Bersaglieri—literally "sharpshooters"—was organized February 18, 1877, with nineteen original members, and the following officers: P. Musto, Pres.; P. Lertora, V. P.; G. Alegretti, Sec.; L. Basilio, Treas.; and G. Gazzolo, D. K. At one time they had a membership of over fifty, but now there only twelve—with a flush treasury, however. The society is chiefly one of mutual benevolence.

Stockton Grange No. 70, P. of H., was organized August 12, 1873, with the following charter members: Andrew Wolf, Wm. L. Overhiser, George West, Andrew Showers, Wm. G. Phelps, Thomas E. Ketchum, James Marsh, T. J. Brooks, Israel Lander, Alex. Burkett, Charles Sperry, Joseph F. Harrison, P. W. Dudley, John Taylor, Wm. H. Fairchilds, S. V. Tredway, H. E. Wright, J. H. Cole, W. D. Ashley, Freeman Mills, Mrs. F. Mills, Mrs. John Taylor, Mrs. A. Wolf, Mrs. James Marsh, Mrs. Alex. Burkett, Mrs. Wm. L. Overhiser, Mrs. George

West, Mrs. Charles Sperry, Mrs. T. J. Brooks and Mrs. W. H. Fairchilds. This society is still flourishing, notwithstanding most of its sister societies, especially in the East, have gone down.

Stockton Typographical Union, No. 56, was organized August 28, 1869 There are now twenty-eight members. M. M. Glenn is president; J. V. Rooney, secretary, and S. B. Coates, treasurer. All the printing establishments in Stockton are "Union" offices.

Stockton Lodge, No. 132, I. O. G. T., was organized July 15, 1875, with the following charter members: W. B. Bernard, A. G. Brown, S. Jackson, H. R. Campbell, J. A. Rich, W. J. Lester, A. E. Aubrey, Sarah Garwood, Maggie Randall, Amelia Allen, Julia Allen, Mary Goss, Mrs. E. Waite, Mrs. N. Sargent, Mrs. M. Wright, Mrs. M. A. Allen, Miss Susie Smith, Mrs. M. C. Brown and Mrs. M. H. Allen. This lodge is said still to hold its charter, with about eighteen members, most of the old-time members having dropped off. Both the Good Templars and Sons of Temperance have had flourishing societies here, and may again soon; but at present they are scarcely active. The strong wind of intemperance blows constantly, while the feeble puffs of philanthropy to avert it will ever be spasmodic and limited. Such is human passion as against virtue, ignorance against knowledge.

Woman's Christian Temperance Union.— The union first organized in Stockton went down. The present society was organized in October, 1887, and now has twenty to forty paying members. The first officers of this organization were: Mrs. Helen Goyette, Pres.; Mrs. A. C. Knowles, Sec., and Mrs. N. M. Howe, Treas.; Mrs. Ida Dennett, Cor. Sec. The present membership feel that they are in much better working order than ever before, and are commencing several new lines of work, especially scientific instruction. They meet weekly at the Y. M. C. A. rooms, described in the next paragraph. Mrs. W. H. Whitmer is President; Mrs. A. C. Knowles, Corresponding Secretary; Mrs. Clara Preble, Recording Secretary; and Mrs. Nellie Atwood, Treasurer.

The present *Young Men's Christian Association* was organized April 18, 1884. The first subscribers of $5 each to the movement were: William M. Baggs, T. K. Hook, S. D. Furry, A. W. Simpson, B. F. Bagley, S. W. Sperry, J. W. Smith, I. S. Bostwick, E. Moore, W. H. Van Vlear, William Jones, H. T. Dorrance, James C. Smith, John T. Olahan, Hammond, Moore & Yardley, Frank Stewart, E. R. Hedges, Charles E. Dorr, Jeff. Hamilton, Alonzo Rhodes, A. Leitch, H. C. Shaw, K. Hodge, F. B. Magee, G. S. Easton, M. H. Bond and J. Badger. The first officers were: C. M. Keniston, Pres.; Mr. Mason, Gen. Sec. The second general secretary was O. D. Weeks. The succeeding presidents to date have been: A. D. McIntosh, Putnam Visher, C. C. Keniston and E. C. Arnold. The present officers are: E. C. Arnold, Pres.; C. C. Keniston and J. D. Elder, V. Ps.; Hervey H. Dorr, Gen. Sec.; Morris Wenk, Rec. Sec.; J. W. Gill, Auditor; and Will H. Moore, Treas.

Their first place of meeting was in Masonic Temple; second, on the corner of Main and Hunter streets; and the third and present one is at 300½ Main street, near the Avon Theater, where they have all the second story of a fine business block, 50 x 150 feet in dimensions, divided into seven rooms, which are nicely and liberally furnished. The ceiling is very high, this lending a peculiar ease to the esthetic sense. A spacious and well-equipped gymnasium, a fine auditorium, a large reading-room furnished with books and periodicals, a comfortable and cosy reception-room, where the cordial secretary welcomes new-comers, and all other desirable appurtenances, complete this philanthropic home of the stranger and temple for the resident.

Young Men's Institute, No. 5, was organized in 1885, with forty-five members. It now has 135, who meet the first and third Wednesdays of the month, at the Y. M. I. building, erected last summer on the northwest corner of Washington and San Joaquin streets. Here

there are a large room for general meetings, a library and reading-room, etc. Of this society David Hoult is President; George C. Barth, Rec. Sec.; William Watson, Fin. Sec.; and John H. Smith, Treas.

Young Men's Institute, No. 105, was established in January, 1889, with thirty-five members: there are now sixty. President, John McCann; Rec. Sec., Mr. Power; Fin. Sec., George Campbell; Treas., Mr. McDonald. Institute meets the second and fourth Wednesdays of the month.

These institutes are Catholic, and correspond in their functions to the Y. M. C. A. Richard Lauxen has been District Deputy Grand President for this district for a number of years.

The *Stockton Secular Union*—formerly the Liberal League—was organized in February, 1877, under a charter from the National Liberal League, by these gentlemen: Charles Haas, G. C. Hyatt, A. T. and A. S. Hudson, A. F. Lochhead, Freeland Lawrence, W. F. Freeman, Charles Williams, J. F. Harrison, Amos Gove, L. H. Brannock, E. T. Lake, James Cole, J. A. Louttit, W. B. Williams, C. G. Ernest, S. H. Man, H. G. Boisselier, Harvey Squires, Jacob Grundike and A. B. Bennett. The first officers were: G. C. Hyatt, Pres.; Charles Haas, V. P.; Freeland Lawrence, Sec.; and W. F. Freeman, Treas. Mr. Freeman is now the President. As the respective names of this organization imply, its object is to aid in bringing about a complete divorce of church and State in this country, which would withhold all public funds from sectarian institutions, abolish chaplaincies and tax church property; and, secondarily, its object is also to "liberalize" the people generally in regard to religion, politics, philosophy, sociology, education, etc. Meetings are not regularly held, and all routine is avoided, providing lectures by the ablest men when their services can be obtained at the least expense. Turn-Verein Hall is their place of meeting.

Congregation Ryhim Ahoovim, that is, the Congregation of the "Beloved Brethren." This is the Hebrew religious society of Stockton, which we do not place under the head of "Churches," for the reason that we regard the word "church" as of Christian origin. This congregation was first formed, preliminarily, in 1855, and regularly organized in Stockton in 1856, with forty-two members. At one time there were as many as fifty-two, but now there are only thirty-five. The interests of the congregation are financially conducted by the Hebrew Benevolent Society, of which Martin P. Stein is the present secretary. The synagogue, erected in 1855, on Miner avenue, at a cost of $3,000, was moved to its present place on the east side of Hunter street, between Lindsay and Fremont, in 1862. In 1868 a school-house was built in the rear, at an expense of $1,000, for the instruction of children in religion and in the Hebrew language.

The first officers were William Kierski, L. Lewis, E. Simon, M. Stamper, J. Gross and M. Marks. The rabbis (lecturers) have been Revs. Vinthen, Shepero, Frank Löwenthal and H. Davidson. The latter has been here many years.

Auxiliary to the foregoing are the two following:

The Hebrew Ladies' Benevolent Society, organized October 19, 1868, with twenty charter members, and of which Mrs. B. Frankenheimer is president. It now consists of fifteen members.

The Hebrew Ladies' Beneficent Society (Chessed shel Emeth), whose exclusive duty is to take care of the burying-ground. Of this association there are thirty-five members, and Mrs. E. Gumpert is president. Mrs. B. F. Kohlberg is secretary of both these societies.

Hope Lodge, No. 126, I. O. B. B. (B'nai B'rith, sons of the covenant), was organized February 7, 1869, with twenty-three charter members, and the following as officers: J. J. Seldner, P.; J. M. Morris, V. P.; M. Marks, Sec.; B. Arendt, Treas.; Samuel Marks, A. M.; M. Arendt, S. M.; J. Conway, G. J. Marks is the present president, and the number of members sixty-five. The order is therefore very strongly sustained.

Stockton Dramatic Society.—During the summer of 1873, an invitation was extended by the Champions of the Red Cross of this city (a society now extinct) to the Dramatic Society of the State University, to play for the benefit of the Champions here. In the University organization were Messrs. W. M. Gibson, James H. Budd and J. E. Budd, of this city. The invitation was accepted, and that society produced here, July 27 and 28, that season, the "Ticket-of-Leave Man" and "Sheridan's Rivals," at the Stockton Theater. The effect was so favorable that during the fall of 1874 the "Stockton Literary Society" was organized, and they decided to give a series of public entertainments, including a dramatic performance. Their successes were so conspicuous that on February 24, 1875, the "Stockton Dramatic Society" was formed, consisting of Messrs. W. M. Gibson, James H. Budd, S. L. Terry, L. B. Noble, G. E. McStay, J. A. Hosmer, S. L. Carter, W. B. Starbird, W. W. Stone, C. W. Curtis, C. H. Plait, F. M. Kelsey, J. W. Glenn and J. E. Budd, and Misses Russell, Lula Hogan and Nellie Myers. The first officers were: L. B. Noble, Pres.; J. A. Hosmer and F. M. Kelsey, V. Ps.; C. H. Plait, Sec.; W. M. Gibson, Treas.; W. B. Starbird, Stage Manager; John E. Budd, J. A. Hosmer and W. B. Starbird, Play Committee.

The first entertainment of the society, after the organization, was given for the benefit of the Kansas sufferers, on March 7, 1875, when the comedy of "Caste" and the farce of "Toodles" were played, resulting in raising $500. May 8 following they gave the tragedy of "Damon and Pythias," for the benefit of Charter Oak Lodge, Knights of Pythias, as part of their anniversary pageant. In June the society assisted A. P. Burbank, the celebrated elocutionist, in the production of "Rip Van Winkle." The yellow fever scourge called forth the sympathies and highest efforts of the organization, and on September 20 and 21, 1878, they performed the celebrated drama, the "Octoroon," for the benefit of the sufferers. It was put on the stage with new costumes, scenery and scenic effects, and a full cast, embracing over twenty-five persons. October 22 and 23, that year, the society closed the season with the drama of "Led Astray," which they performed as well as any professional troupe could have done.

One of their performances was for the benefit of a young lady who had suffered a terrible burn in attending a party. They raised $250 for her. Other ladies, not previously mentioned in this account, who participated in the plays, were Misses Minnie Clifford, Althea Hickman, Lou Haste, Sue Hunt, etc. This dramatic association continued in the literary and histrionic art until about six or seven years ago, when they discontinued.

Stockton City Cornet Band.—This was first organized in the early days, first under the name of the Stockton Cornet Band, and prior to the last war it was known as the best organization of its kind in the State outside of San Francisco. Richard Condy was its leader for many years,—from the time of its organization until about 1878,—when he was succeeded by Fred. Schmidt until 1883; the latter then resigning, afterward organized the Sixth Infantry Band, which is now flourishing. During the war, while Mr. Condy was absent, a man named Saunders was leader of the Stockton Band. This company discontinued its organization about three years ago.

The H. T. Dorrance Cornet Band, organized by the Odd Fellows, is strong and influential.

Stockton Union, No. 337, B. of C. and J. of A., and probably several other societies are in existence in Stockton, and many were organized in times past which are not now kept up, and therefore not mentioned on these pages. Small circles for mutual aid and social enjoyment is a law of nature; and no matter how many go down, a sufficient number will arise in their place, with improved methods to satisfy all classes.

It may be appropriate here to add that moneyed aristocracy is conspicuously absent in

Stockton society. The visitor does not see here that great contrast between extravagant palaces and desolate hovels so common in other cities, especially in the East. The people here have earned their money by hard work, and have not forgotten how to sympathize with all others who are still trudging along the same old road over which they themselves had come. Not every poor man is so by his own mismanagement; most of them are poor by unavoidable accident. But in San Joaquin County there are very few *poor* people. Wealth is well distributed in this section, because there are so few grinding monopolists as compared with most other places.



PUBLIC INSTITUTIONS.

CHAPTER XIII.

THE COURT-HOUSE.

WHAT is now the Court-House Square was originally called the "County Square," and was for a long time used as grounds for packing mules and as a camping place for mule packers. Up to 1852 there were no American buildings around this area, the American settlement being west of Hunter street and south of Levee. A few tents were north of the slough. A branch of Mormon slough flowed northwesterly, passing diagonally across the southwestern portion of the County Square and emptied into Stockton channel; and the grounds were two to three feet lower than the present grade. The first public use of the square began about 1853, when the first court-house was built.

In September, 1850, a tax of 25 cents per $100 was levied to create a building fund for the erection of a court-house and city hall, but a plan was not accepted until June 14, 1853. It was devised by Ayres and Higgins and furnished by William Brown. Two days thereafter the specifications were advertised, and at the expiration of a month proposals were received. The contract was awarded to Theodore Winters, who completed the building in due time, for $83,-920. The corner-stone was laid August 6, 1853, by the Odd Fellows. E. W. Colt and George Ryer delivered addresses. April 3, 1854, the city council, then called the "common" council, met in this building for the first time. On the 17th the structure was dedicated, Rev. Mr. Phillips delivering the address.

The whole edifice was built of brick manufactured in Stockton and vicinity. The face brick, made by a man named Day, was furnished at $30 a thousand; the inner brick were supplied at $15. The mortar was made from French-Camp sand, which was hauled to the city by Andrew, Jacob and R. Meyers. They employed ox teams, which had crossed the plains from Ohio the year before. The sand, however, contained loam, and was therefore inferior. John Reynolds, since then a farmer in this county, was one of the masons. He began work on the building September 15, 1853, and continued until the structure was completed. The masons were paid on an average $10 a day. Among them were a Mr. Tinkham, Mr. Castle and two brothers named McHenry. The brick work was under the direction of a Buffalo (N. Y.) man named Morey, whose head mason was a Cincinnatian named Rhodes.

In February or March, 1854, Gilbert B. Claiborne, the county clerk, moved his office into the building. Two or three years afterward the ground was enclosed with posts and chains. The south hall of the court-house up stairs was used as a council chamber, and rooms below by city officers, while the county department occupied the north end of the building.

SAN JOAQUIN COUNTY COURT-HOUSE.

Indeed, the building was the joint property of the city and county, and both city and county clerkships were held by one man. Previous to the erection of this building the city and county authorities occupied a frame building on the northwest corner of Hunter and Channel streets, and public meetings were sometimes held at the residence of a squatter on the ground.

As to the title to the court-house ground, see page 100, chapter VII.

In the course of time the county outgrew the above described court-house, and the Board of Supervisors passed a resolution providing for plans and specifications and at the same time calling an election whereat the people should vote on the question of issuing bonds to the extent of $250,000, for the purpose of building a new court-house and jail. The bonds were voted, and were readily sold at a premium, bearing interest at four per cent. The board accepted the plans of E. E. Myers & Son, of Detroit, Michigan, architects of many State capitols and other large buildings in the East, and let the contract to J. A. Norcross & Son, also of Detroit. Work was commenced April 14, 1887, and the structure will be completed probably during the spring of 1890, before this volume is delivered to its patrons. The cost will be about $229,000. The walls are of brick, trimmed with granite, the brick being furnished by the San Joaquin Improvement Company, of this county, and the granite by G. Griffith, for $100,000. The roof is of slate, from Amador County; the iron work is from Rochester, New York; the tile used in the walls and corridors are from France; and the cement is of the "Portland" brand.

The tower is 172 feet high, and in the dome alone there are 750,000 brick. Good stairways lead to the top of the dome for the use of spectators, who from the exterior tramway there can see every point in the county. The tower is surmounted by a statue of Justice. The building is 56 x 126 feet and three stories high. The first story is secured for the use of city officers for a term of twenty years; the rest of the building is of course devoted to county offices and the courts. The structure is lighted and heated with natural gas from a twelve-inch well bored at the expense of the county on a lot one block distant. Steam heating apparatus is supplied throughout the building.

JAIL.

The new jail, costing about $60,000, will be erected on the corner of San Joaquin and Channel streets, occupying the area of two lots. For a time it was the intention to build it nearer the court-house, to be connected with it by a subterranean tunnel.

COUNTY HOSPITAL.

This fine institution is located just outside the eastern limits of the city of Stockton, at the head of Mormon avenue. The hospital had been kept for many years on the plat adjoining on the north. In the present plat of ground are about thirty-six acres. The main building, erected about ten years ago, cost probably between $10,000 and $11,000. Two wings have since been added, the last about two years ago, at a cost of about $6,000. The buildings altogether have a capacity for properly accommodating 175 inmates. Three years ago they were very much crowded. The highest number of inmates at any one time was 157. The average number for 1887 was 120; 1888, 105½, and for 1889 probably about 115. Average cost of keeping each patient for 1888, $156.60⅓, or 42½ cents per day.

The county physicians have been Drs. Clark, Aiken, Charles A. Ruggles, A. S. Hudson, William A. Washington, three years, J. D. Young, commencing in March, 1887, S. P. Crawford, and since January 9, 1889, W. E. Gibbons. The above list may not be quite complete. C. W. Ward has been superintendent since February 16, 1882; preceding him were first Mr. Kelly, then Charles Garrow and John Qualtrough.

STATE ASYLUM FOR THE INSANE.

In 1876 Dr. G. A. Shurtleff, medical superintendent, published the following as a history of this institution up to that date:

"Twelve years ago I undertook the task of collating and tabulating the general statistics of the asylum from its opening, with regard to the patients. I then found, to my great embarrassment, that the records of the institution did not furnish the data for the completion of the desired work. The deficiencies were supplied only by recourse to the appendices to the legislative journals, to contemporaneous newspapers, and personal knowledge. From such sources the tables were completed with tolerable accuracy, and they have since been continued from year to year with mathematical exactness. Much valuable information was thereby rescued from irretrievable loss. The following history of the dates and cost of the numerous improvements and additions to the asylum, and other events connected therewith, I found, likewise, could only be obtained from various sources. They are here brought together in a form which will secure preservation and accessibility.

"As the whole, in its present vast dimensions —it being the largest State institution of the kind on the American continent—has in a great measure grown out of additions made from time to time from imperative necessity, the dates and records of expenditures, with regard to its several parts, are of value for future reference.

"The State Asylum for the Insane, situated at Stockton, had its initiation in the State General Hospital, established at that place in 1851. This hospital commenced its operations in the heart of the city, in cheap wooden buildings rented temporarily for the purpose, on the corner of El Dorado and Market streets. It was opened for the reception of patients in August, 1851.

"In 1853 the General Hospital was abolished by act of Legislature, and the Insane Asylum of California was permanently established at Stockton. By this act the buildings and appurtenances were dedicated to the care of the insane exclusively, and the institution became solely an hospital for the insane, July 1, 1853.

"In 1853 the brick building, known now as the 'old wing' or the south wing of the present chief structure for the male patients, was built at an approximate cost of $33,000.

"In 1854 the main or center building of the male department was erected, for which the Legislature of that year appropriated $80,000, and the building was finished for that sum.

"In 1855 the kitchen, dining-room and other improvements were constructed, at a cost of $15,000.

"In 1856–'57 the north wing, completing the design of the present principal structure of the male department, was erected, the appropriation thereto being $40,000. Some time after, contracts were awarded for the erection of this building, and when the work was commenced the decision of the Supreme Court was made declaring the State debt above a certain sum specified in the Constitution—which amount had been already far exceeded—unconstitutional and illegal. This decision rendered the appropriation unavailable, pending contracts based thereon and in the midst of work for which it was designed to pay. The losses and extra expenditures incurred thereby by the contractors were met by the passage of relief bills in 1857 and 1859, amounting to about $8,600, thus making the nominal cost of the north wing $48,600.

"In 1857 the present brick residence of the medical superintendent was erected, the appropriation for which was $4,500. Subsequent additions have been made thereto, making the approximate cost $7,500.

"In 1858 the two strong wards, under the antiquated and harsh appellation of 'mad houses' or 'cells,' were constructed; also, the grounds in the rear of the principal buildings were enclosed by high brick walls, making the airing courts; and other valuable improvements, including the frame tower and water tank, were

STATE INSANE ASYLUM AT STOCKTON.

made, all of which were specifically authorized by the Legislature of 1858, and for which a special appropriation of $40,000 was made and expended.

"In 1863, the institution having become full and crowded, a special tax was levied for 'the erection of additional buildings, yards, and other improvements,' which continued at the rate of five cents on each $100 for two years—1863–'64. From the funds derived from this tax were erected, in 1863, the large second story of brick over the dining-room and kitchen, known as the 'Sixth Ward,' the brick building designated as the 'Upper Tenth Ward,' additional airing courts in connection with the old asylum building, and wooden outbuildings; out of this fund also were purchased the two blocks of land adjoining the one on which stands the old asylum building—one block east and one block west thereof. About $61,000 were expended in connection with the present male department.

"It was from this fund that the commodious new building for the accommodation of the female patients was commenced, and the first part, or the transverse section of the south wing, including engine house, stack, and temporary kitchen, was finished at a cost of $66,885.34. This part of the present new building was opened and 125 female patients were transferred thereto October 1, 1865, leaving about forty-five still in one of the additions to the old building, and emptying the entire north wing of the old building, to be occupied by male patients.

"In the spring of 1867 the front, or longitudinal, section of the south wing was finished, completing the entire wing. The forty-five patients remaining in the old building were transferred to this new structure June 23, 1867, leaving the old building and its dependent additions to be henceforth occupied exclusively by the males. This section of the new building cost $40,400.

"In 1868 the centre building and centre wing were completed at a cost of $62,714 66.

"In 1869, the male department again becoming excessively crowded, the row of wooden buildings called the 'Cottage Ward' was completed and occupied, accommodating 160 patients. It cost about $15,000.

"September 12, 1870, the wooden building used as a laundry and engine house was destroyed by fire.

"In 1871–'72 a spacious brick building, designed for an engine house, laundry, workshop, and also for sleeping accommodations in the upper stories for employés and a harmless class of patients, was constructed at a cost of about $33,000, and has been in use for the above-named purposes since its completion in 1872.

"As provided for by act of the nineteenth session of the Legislature, the north wing of the building occupied by the female patients was completed in 1874, at a cost of $79,500.

"This section of the female asylum was opened July 1, 1874, and its construction completed the entire structure on the plan originally adopted, at an aggregate cost of $249,500. It will comfortably accommodate 325 patients.

"During 1875 the asylum property was enclosed with a substantial and comely fence, with appropriate gateways. The whole length of fence is 9,149 feet, and it cost, including the gates, curved flanks corresponding with width of streets at the three entrances, and two coats of paint over the entire fence, $14,780.

"In January, 1875, a new cemetery was purchased for the use of the asylum. It contains about fourteen acres, is situated west of and adjoining the 'Stockton Rural Cemetery,' and cost $2,751.

"The asylum grounds proper contain 107 acres, or thirty-six blocks with the inter-current streets on the plan of the city survey. The land was nearly all donated to the State by Captain C. M. Weber, when the asylum was permanently located at Stockton in 1853.

"During the year 1850, there were fourteen insane persons sent to the station house in San Francisco. It is estimated that at the close of the year the whole number of the insane was

twenty-two. They were accommodated in San Francisco. Some received care and medical treatment in the State Marine Hospital, and others were temporarily secured on the old prison brig 'Euphemia.'

"In 1851, the State hospitals at Sacramento and Stockton afforded accommodations for the insane. During the same year the hospital at Sacramento received thirty-four and the one at Stockton thirteen, making the whole number forty-seven.

"In 1852 the Legislature ordered all the insane to be sent to Stockton and placed in the Stockton Hospital. During this year 124 patients were admitted into the insane department of the State General Hospital, including those transferred from receptacles in San Francisco and Sacramento.

"In 1853, as has already been stated, the Legislature abolished the State Hospital at Stockton and created in its stead the 'Insane Asylum of California.' All the sane patients were removed July 1, 1853; and this date, therefore, properly stands as that of the opening of the Insane Asylum.

"On the 8th day of October, 1853, the patients were removed from rented quarters, on the corner of El Dorado and Market streets, to the then new asylum building, now the south wing of the old building."

After giving a table of statistics concerning the inmates from the commencement in 1851 to 1876, the Doctor adds the following interesting particulars:

"The greatest number of patients ever received into the asylum in one year was in the year ending June 30, 1875, when 615 were admitted.

"The greatest number ever received in one month was sixty-seven, in the month of July, 1875.

"The greatest number of patients at one time was 1,361, on the 29th day of October, 1875, there then being 952 males and 409 females.

"Since November 15, 1875, when the Napa Asylum was opened, the number in the asylum at Stockton has diminished."

During the year ending June 30, 1888, 463 patients were admitted to the asylum, and a total of 1,553 were there for treatment, which is nearly half more than the institution can properly accommodate. During the same year 214 were discharged as recovered, fifteen improved, four unimproved, 130 died and seven escaped.

It is a noticeable fact that the commitments to this asylum have been largely in excess of those made to the Napa asylum, the average there being only seventeen annually while over sixty are brought to the Stockton institution. The number of patients receiving care and treatment in this asylum increased sixty-seven during the year ending June 30, 1887, and ninety-three during the year ending June 30, 1888, at which time there were 647 patients in the institution. This number is at least 500 in excess of the number the buildings are designed to accommodate, and in consequence not only are the various wards excessively crowded, but the corridors and attics are necessarily used to furnish sleeping rooms for the large number of patients who have been forced upon the care of the managers of the institution. The Legislative provision to transfer about 200 to the new asylum at Agnew, Santa Clara County would scarcely make a perceptible difference in the extent of service in this large institution.

The numbers admitted to the two State Asylums during the past four years are as follows: In 1885, 820; in 1886, 850; in 1887, 810; in 1888, 818. Considering the sturdy growth of the State in this period, these figures show a falling off in the ratio of those attacked with insanity.

At the close of the year, the number of inmates in the two asylums was 3,115. Estimating the population at 1,150,000, the proportion of insane to population is one in 370. Comparing this with the ratio of insane in other countries and States, it will be seen that there is no foundation for the supposition that insanity is unduly prevalent here. The ratio in New York is 1 in 365; in Massachusetts, 1 in 350;

in Australia, 1 in 375; in Great Britain, 1 in 345; in France, 1 in 400; in United States, 1 in 545, excluding idiots, 1 in 300, including idiots.

It has been found that while one-seventh of the whole population are foreign, of the insane, not one-seventh, as might have been expected, but one-third are of foreign birth. Thus it ap pears, that while but one in every 662 of the native population is insane, the ratio among the foreign born was one in every 250.

Turning to our own State, we find this significant showing repeated and intensified. No State in the Union has so large a proportion of foreign born, except the neighboring State of Nevada. Over a third of the population of California, in 1880, were born outside of the United States. The number returned as insane in that year was 2,503, of whom 1,618, or *two-thirds*, were of foreign nativity. That is to say, one-third of our population (the foreign born) produced two-thirds of our insane. Or, stated in another form, while one in every 646 of our native born is insane, the ratio among our foreign born is one in every 180. Giving these remarkable figures their weight, it will be seen that a low rate of insanity in our State would, under present circumstances, be akin to a miracle.

The following paragraphs are further extracts from the Superintendents' reports:

"There are seventy Chinese under our care, sixty-seven males and three females. In the Napa Asylum about as many more may be found. In proportion to the number of Chinese in the State, I consider mental disease particularly rife amongst them. In China, insanity partakes somewhat of the nature of a penal offense. Hence travelers in that country, seeing little of it, proclaim its non-existence, and base thereon deductions unfavorable to civilization. But in Japan, where enlightened and progressive views are making rapid headway, institutions for the care of the insane are beginning to dot the land.

"The injustice of imposing upon the people the burden of supporting these 140 insane Chinamen year after year, calls for attention. At $130 per annum apiece, they are costing the State $19,000 yearly. The expatriation of mentally defective immigrants is, in other places, a well established custom. From the ports of New York and Boston, so promptly and so frequently have insane aliens been reshipped to their own countries, that the measure no longer even attracts comment. Less than one-half the amount annually expended for their care and maintenance here would charter a vessel and crew and return the whole number to Hong Kong, whence they came.

"In determining whether a patient shall be sent to the asylum, the following questions are to be considered:

"1.—Is he insane?

"2.—If so, is his insanity of such a type as to render him dangerous to person or property?

"To these a third consideration might be added: 'Is there a reasonable prospect that his insanity, even if not of such a nature as to require his seclusion, could be benefited by special treatment at an asylum?' An asylum should be, first and foremost, a hospital for the cure of curable cases; but the State law fails to recognize this, its highest and latest acquired function, as a specific reason for the commitment of a patient thereto. Nor, in our present overcrowded condition, can we lay claim to the full exercise of this higher function.

"Unless both of the first two questions above can be answered in the affirmative, the commitment of the patient is a direct infringement of the law. Nothing could be more succinct and unequivocal than the wording of the statute on this subject. 'No case,' it provides, 'of idiocy, imbecility, simple feebleness of intellect, or old case of harmless dementia, or of any class of incurable and harmless insanity, or of delirium tremens, shall be sent to the asylum.'

"Many patients of the imbecile class are deposited here who would not be received in any other asylum in the world; many who are decrepit, aged, harmless, and broken down; who sometimes, too feeble to walk, are carried in and never leave their beds afterwards. This class should properly be taken care of in county

almshouses. A nicer discrimination is needed in the commitment of persons to the asylum. The popular error still prevails in some quarters that simply to establish the fact of insanity is all that is necessary."

Of the patients admitted into the State asylum at Stockton during the year ending June 30, 1885, forty per cent. recovered. Of the 233 discharged during the year ending June 30, 1888, 214 were sent away as "recovered," a percentage of over forty-six on the admissions during the same period. Concerning the legal bearing of the word "recovered," Superintendent Mays makes the following remarks, which are of great importance:

"In returning a patient to the world again, shall his certificate of discharge read 'recovered,' or merely 'improved?' The question is one fraught with serious possibilities to the newly liberated person. The endorsement 'recovered' restores him to citizenship, anything short of that does not. From being civilly dead, it makes him again a living integer in the commonwealth, restoring to him what he loses when committed as insane, his forfeited duties and privileges, public and private, his social and domestic rights, his civil and political rights. Unless discharged 'recovered,' his status is left in doubt, his power to make a contract is disputable, his future acts are of questionable validity. He is still presumably insane."

On the subject of transportation of persons adjudged insane from distant parts of the State, the Superintendent further remarks:

"It may not be generally known that the State, and not the county, pays the cost of transportation and mileage of patients. This is a curious and unique arrangement. In effect, the State offers a premium to county officials to hunt up patients and bring them here. If the expense of transportation were placed where it belongs, on the county, there would be less inducement for the authorities of county hospitals and almshouses to unload their helpless and bedridden cases upon us."

The per capita cost of maintenance was 38 cents in 1887, and 36.9 cents in 1888. This low rate is not the result of any special effort to reduce the cost of supporting the patients, but is due to the great increase in the number cared for, while at the same time the working force of the establishment has remained the same, or nearly so.

It is interesting to scan the table of causes of the insanity as assigned in the commitments. Of the 463 committed, masturbation leads the list of causes with the number thirty-nine; intemperance, the same number this year but proportionally fewer the preceding year; hereditary, thirty-six; injury to head, eighteen; epilepsy and sunstroke, fourteen each, and so on down; business and money troubles, only eight—contrary to the common impression as to the proportional frequency of this cause. "Salvation army" is assigned as the cause in one instance, and "Spiritualism" in four. Doubtless in a number of instances the cause and the effect are reversed in the estimate of the physician or jury assigning the cause. "Reading trashy novels" was the cause in one case. Minds vary so much in strength, susceptibility, etc., that what would set one man crazy would not affect another in the least; but every one instinctively knows that any and all indulgences in intemperance of any kind, or exposures, injuries to the head, diseases or drugs affecting the brain, etc., are risks, for no one knows where the weakest spot of his nervous system is. The Superintendent says:

"Insanity is to a large extent a preventable malady. It comes from an ignoring of the laws of health and sobriety. Without entering upon an enumeration of the many causes of insanity, I shall make a brief reference to one of the most prominent factors in the question—intemperance. All my observation goes to strengthen the belief that there is no greater mind-destroyer than this. It is in the second generation that the evil works its most harm. One-half the insane—perhaps more—owe their derangement to hereditary influence, inheriting an ancestral taint or predisposition. But this he-

reditary taint—how had it its origin? Where the family history can be searched into, the starting point will often be found in a drunken progenitor. The damaging effects of the excessive use of alcohol upon the brain are more often manifested in the offspring than in the drinker himself. He may manage to keep out of the asylum, and even maintain a respectable place in society, but his children will often find it hard to do so. They inherit qualities that un fit them for the struggle for existence, and go down under the strain. The familes of intemperate parents furnish the recruiting ground for insane asylums. These unfortunate children, if not idiots or epileptics, are liable to grow up with querulous, explosive tempers, with feeble powers of self-guidance, weak in temptation, unstable, self-indulgent, vicious, hysterical. They form the bulk of what are known as the defective classes."

The proportion of deaths in the asylum is unprecedentedly low.

What is now the principal asylum building was erected in 1883–'85, the south wing in the former year, the total cost of the whole structure being $224,000. It is of brick, with sandstone facings; and while it is unpretentious in design and free from superfluous ornamentation, there is nothing prison-like in its appearance; on the other hand, it is really beautiful and attractive. As it has a capacity, without crowding, of 530 inmates, this places the per capita cost at $425—a figure so remarkably low that very few asylums in the country can approach it. The several divisions are so arranged that, while the unity of design is preserved, an abundance of light and air is secured to every portion.

The latest improvement is the conversion of the (old) ladies' dining-rooms into wards.

Most of the time the operations of the institution have been more or less circumscribed by the meagreness of Legislative appropriations, as the wants of the growing establishment increased more rapidly than the people were aware of; and it has been said that, for a time at least, "politics" interfered with the best administration of the asylum. Superintending physicians were appointed for political reasons.

In 1856 Dr. Samuel Langdon became medical superintendent. The next year he fought a duel with Dr. William Ryer, being wounded, but the contest proved fatal to neither party. Dr. Aylett took charge August 13, 1857; Dr. W. P. Tilden, August 20, 1861; Dr. G. A. Shurtleff, in August 1865, and resigned September 1, 1883. Dr. W. T. Brown was elected superintendent October 10 following; and Dr. Hiram N. Rucker November 1, 1888. The assistant physicians are Drs. Wm. A. Washington and Junius D. Young.

The board of directors of the asylum, according to the last report (October, 1888), consists of the following gentlemen: Robert Watt, of Oakland, president, appointed by Governor Irwin 1876, re-appointed by Governor Perkins 1880, re-appointed by Governor Stoneman 1884, and re-appointed by Governor Waterman 1888; J. K. Doak, of Stockton, vice-president, appointed by Governor Booth 1874, by Governor Perkins 1880, and by Governor Stoneman 1884; C. H. Randall, of Sonora, appointed by Governor Stoneman 1884; J. D. McDougald, of Stockton, appointed by Governor Stoneman 1885; and Obed Harvey, M. D., of Galt, appointed by Governor Waterman 1888. N. M. Orr, of Stockton, is secretary and treasurer.

The Pacific Insane Asylum,

established by Drs. Clark & Langdon about 1871, at Woodbridge, was moved to Stockton in 1877. For particulars, see sketch of Dr. Asa Clark.

The United States Land Office

for this district was established at Stockton July 26, 1858, and is now in the Masonic Temple. The first entry upon the records bears the date August 2, 1858.

VILLAGES.

CHAPTER XIV.

LODI.

IN 1869 Messrs. Allen T. Ayers, J. U. Megley and R. L. Wardrobe petitioned the railroad company to establish a station at the place known as Lodi, offering them an undivided half of a half mile square of land on which to lay out the site for a town. This liberal offer was accepted, and the company proceeded to lay out the plat, naming the point Mokelumne station; but when some years afterward this name was found to be too similar to others in the State, the present name of Lodi was selected.

The village, which has now a population of about 1,200, is pleasantly located on comparatively high ground, about three-fourths of a mile south of the Mokelumne river, eight miles north of the Calaveras, and fourteen miles north of Stockton. The railroad runs north and south through its center, and its depot grounds comprise three squares. Although the town plat remains the same, the houses occupy an area of one mile by three-fourths. The land in the vicinity is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years. The surface of the ground does not become miry in wet weather. Below the surface is a hard-pan, and beneath this again, only about fifteen feet from the surface, good water is found in abundance.

In August, 1869, I. N. Stretch commenced building a dwelling-house and store,—the latter on the corner of Pine and Sacramento streets. This store was, when completed, occupied by J. M. Burt and C. O. Ivory; they were the first buildings erected in the place. The second building was a hotel, called the Hooker House, a kind of ark that the flood of fortune had floated about the world until it finally drifted, in its wanderings, to Mokelumne station. It was first built at Sancho Plano, in Amador County, for a hotel; in the fall of 1861 Charles Hopkins moved it to Campo Seco, in Calaveras County, and named it after General Hooker, who afterward became the hero of Lookout Mountain. In the spring of 1869, Dan Crist (commonly known as "Uncle Dan") bought the house from Hopkins, with a view of taking it to Dover, on the San Joaquin, and he moved it to Woodbridge, with this view, intending to ship it from there by water, but found the river too low. While it was lying there the town of Mokelumne was laid out, and the destination of the wandering hotel was changed to the new site, where it was erected under the old name of Hooker House. In January, 1870, Uncle Dan had an addition built to it by J. E. Spencer.

In December, 1869, the railroad company commenced erecting the depot buildings. In the same month J. A. Allison and W. Jacobs established a stage line between this place and Mokelumne Hill, which made connections with the lines to Tuolumne and the upper part of Calaveras and Amador counties. Uncle Dan was appointed postmaster, keeping the post-

office at the Hooker House. Thus in 1869 was concentrated the nucleus—a hotel, store, depot, postoffice and stage line—around which the future could rally and build a town. In the spring of 1870 J. A. Allison built a livery stable, a butcher shop was erected by Thompson & Folger, and B. D. Beckwith finished a drug store.

It was in 1870 that by subscription a general fund was raised for the purpose of building a church. The building was to be called the Union Church, and be free to all denominations except the Mormons. After the building was enclosed and three services were held therein on the succeeding Sunday, before midnight it was accidentally burned down. The same committee raised more funds and erected on the same foundation another and a larger building, which was dedicated and turned over to the Methodists, the only organized religious body in the place.

During the month of September, 1870, J. E. Spencer and John Flannagan commenced the erection of the Spencer House; it was completed during the following winter, and opened in February as a hotel by Edward Olwell and Mrs. J. Barry, who occupied it for one year, and then J. E. Spencer became proprietor of the business.

Through Lodi east and west runs the San Joaquin & Sierra Nevada Railroad, a narrow-gauge track, an account of which is given in Chapter IX.

The Lodi Mill and Warehouse Company, composed mostly of farmers, in 1876 erected a flouring-mill at Lodi, of brick, with four sets of buhrs for wheat and middlings, and one set for barley. The cost was $30,000. A. W. Gove was the first secretary of the company, and Mr. Bingham the first manager. The mills were set in operation in the autumn of that year, with a 119-horse-power engine, which is still in use there. The establishment afterward fell into the hands of George S. Locke, the mortgagee, and he ran it occasionally until the spring of 1882, when Sperry & Co., of Stockton, rented it and ran the mills at intervals for about eighteen months. In October, 1883, they abandoned them, and nothing more was done until July, 1884, when they were purchased by Corson, Lasell & Wright, who continued in partnership about two years, and then Corson (C. H.) purchased the interest of his partners. About a year and a half afterward he admitted into partnership F. R. Clark, but since October, 1888, Mr. Corson has been sole proprietor.

In the fall of 1884 the roller system was introduced and combined with the stone work, but in July, 1887, the latter was removed. The capacity of the mill is 200 barrels a day, and is run for local trade nearly half the time.

The warehouse in connection therewith has a storage capacity of 4,000 tons.

The Lodi Land and Lumber Company in 1877 built on the Mokelumne river, about a mile from Lodi, one of the finest saw-mills on the coast, at a cost of $40,000, the mill having a capacity of 40,000 feet per day.

The Lodi Planing Mills were started in operation about the middle of April, 1889, by Huestis & Larson, who afterward sold to Buckland, of San Francisco. Mr. Huestis now runs the mill, manufacturing furniture and building material, both redwood and pine. When working to its full capacity the mill gives employment to seven or eight hands.

The Lodi Bank was incorporated June 7, 1888, and does a general banking business. B. F. Langford, president; Francis Cogswell, vice-president; Guy W. Currier, cashier.

The principal hotel in the place is the Sargent House, where a huge fire-place, Southern style, is kept well supplied with burning wood, so that one can warm himself there thoroughly and quickly, with no confined or foul air to breathe. In this respect this is the best hotel the writer has found in all his travels in the Golden State.

The Lodi Hall Association erected in 1876 a magnificcent two-story brick building, 30 x 90 feet, at a cost of $16,000.

The *Valley Review* was first issued July 20, 1878, being established by Mrs. Gertie de Force Cluff, sister of Mrs. Laura de Force Gordon. Its size was a seven-column folio, 24x36 inches, weekly. In 1884 Mrs. Cluff sold to Walcott & Cheney, and they in turn, about a year later, to Bloomer & Moore. Subsequently the institution was sold by the sheriff.

In 1885 Mrs Cluff started the Lodi *Cyclone*, same size, but eight pages with five columns to the page. A year afterward she sold to Howell & Matteson, who changed the paper to the Lodi *News*. July 7, 1887, the office was accidentally destroyed by fire, with but little insurance.

August 16, 1888, the present *Valley Review*, a weekly folio, was started by Frank B. Cluff, a very young man who has been a resident here since October, 1875. He was born in La Crosse, Wisconsin, and was but eight years old when he came with his parents to Lodi. His father, George F. Cluff, a native of Massachusetts, and his mother, of Pennsylvania, are residents of Lodi. Young Cluff was only eighteen years of age when he assumed the business management of the *Cyclone*, and he is now proprietor of the *Valley Review*. This, as well as all the papers started here by his relatives have been, is a prosperous journal.

The *Lodi Sentinel* was first established July 9, 1881, by W. R. Ellis and J. W. McQuaid, from Napa County. The former is now proprietor of the Woodland *Daily Mail;* the latter sold to his partner in 1885 and is now connected with the Marysville *Democrat*. In 1887 F. E. Ellis bought the paper, and in July, 1888, sold a half interest to his brother, H. F., thus forming the present partnership. The paper, a weekly folio of seven columns to the page, is now printed in the Bank block, up stairs. Republican in politics. F. E. Ellis is editor, and H. F. Ellis is the printer.

F. E. Ellis was born and brought up in Napa County, this State, receiving his education at the high school in Napa City; taught school three or four years in San Joaquin and Calaveras counties, and then came to Lodi. Here he is also secretary of the Odd Fellows lodge, and he has passed all the chairs in the order of the Knights of Pythias.

The Lodi Library and Reading Room Association was organized in 1886. The Sargent Brothers, of Lodi, and James A. Louttit, Esq., of Stockton, were liberal donors to the fund. The library, now comprising 600 to 700 volumes, is kept in the *Sentinel* office, where it is conveniently kept open all day every workday by the proprietors of that paper, Mr. F. E. Ellis being secretary and librarian for the association. W. C. Green is president. For membership there is a small fee, but there are no assessments. The selection of books is superior, as it has been made with a definite purpose, and is not a mere storage room for old, worthless books.

By way of episode we may here relate that April 1, 1889, some members of the association loudly advertised, "with gun, drum, trumpet, blunderbuss and thunder" (Pope) on the streets of Lodi and Woodbridge, attracting immense crowds, that a monster minstrel troupe of local talent would give a grand performance in the evening at a certain hall. The sale of tickets amounted to about $100. The hour for exhibiting arrived, but not the performers, when the citizens called to mind that it was "All Fools' Day," pardoned the roguish chaps for their philanthropic enterprise and went home calling it "square."

A two-story frame school building, 30 x 40 feet, was erected in 1872, at an expense of $2,169, raised by special tax. The present school-house, a neat two-story frame of eight rooms in the southeastern part of town, was erected in 1881 or 1882, at a cost of $15,000. Here the average attendance is about 200, while the number of children of school age in the village is 306. School is maintained nine months each year. J. N. Summers is the prinpal, and there are four assistant teachers.

The Methodist Episcopal Church, the oldest and numerically the strongest religious society in Lodi, has now a membership of seventy-two.

The class-leaders are Mrs. C. W. McMaster and Mrs. Wm. Moore. C. W. McMaster is superintendent of the Sunday-school, which averages about eighty pupils in attendance, including teachers, and 300 volumes in library. The church building has already been referred to. It is located in the southwest part of the city, and the whole property is now valued at $4,000 Besides, there is a fine parsonage on the lot adjoining that of the church, valued at $1,000. The pastors have been: Revs. John Bryant, 1870–'71, when the church was built; Belknap, 1873; E. F. Walker, about 1875; Hazen; White, when the parsonage was built; C. S. Haswell, 1879–'81; Thomas B. Palmer, 1882–'84; W. R. Gober, 1884; Edward E. Dodge, 1885; and since September, 1886, Seneca Jones. The last mentioned is a genius and independent thinker, as well as a "scholar and a gentleman." Without having served an apprenticeship at organ building, he can construct one as well as any professional artisan, as is demonstrated in the Lodi church.

The Congregational church building, in the northwestern part of the village, was erected in 1879–'80, at a cost of $3,200, including the furnishings. The ministers have been Revs. W. C. Stewart, C. L. Corwin, N. W. Lane, George B. Allen and J. W. Brier, Jr., the present pastor. The deacons are W. A. Perkins and C. T. Elliott; church clerk, T. B. Geoffroy.

Mr. Brier is a native of Michigan, and was about six years of age when brought to this State by his parents. His father, Rev. J. W. Brier, Sr., is still living, in good health and discharging the duties of a pastorate, at the age of seventy-six years, after having a remarkable career in this State since the early days. A native of Ohio, he came to California, a Methodist minister and co-laborer of Revs. Isaac Owen ("Father" Owen), M. C. Briggs (who came in 1851) and S. D. Simonds. He was the leader of the party that discovered Death Valley in 1849. Entering Antelope Valley near Newhall, he proceeded to Los Angeles and then by land up to San Jose. Was stationed at Santa Cruz, Napa, Sonoma, Marysville and San Francisco. In 1859 he became a Congregationalist. In 1888 he delivered thirty speeches in the State canvass, traveling about 1,300 miles, and won golden opinions from all classes. He is now pastor of the Congregational church at Palermo, Butte County, this State.

Lodi Lodge, No. 256, F. & A. M., was organized in 1879, with twelve charter members, and Ralph Ellis as the first master. There are now about thirty-three members. Lodge meets every Thursday before the full moon. Dr. E. F. Grant is secretary.

Lodi Lodge, No. 259, I. O. O. F., was instituted May 22, 1877, the charter members being John Rutan, P. G.; C. V. Williamson, P. G.; Morgan Crawford, P. G.; Howard M. Craig, Henry Witte, Samuel Ferdun, Reuben Pixley, John Hutchins, Ezekiel Lawrence, A. T. Ayres, W. D. Smith, Thomas Russell, Thomas Fairchilds, G. B. Ralph and C. T. Riggs. The first officers of the organization were John Rutan, N. G.; Henry Witte, V. G.; Thomas Russell, R. S.; A. T. Ayres, P. S.; E. Lawrence, Treasurer. The present membership is sixty. William Ennis is D. D. G. M. of District No. 79, which includes Lodi, Woodbridge, Clements, Lockeford and Elliott.

Pythagoras Lodge, No. 41, K. of P., was organized February 17, 1877, with, for its first officers, E. B. Sherman, C. C.; H. C. Gillingham, V. C.; H. M. Craig, Prelate; John Rutan, K. of R. & S.; F. Davis, M. of F.; M. Bruml, M. of Ex.; G. Kirkland, M. at A.; E. W. S. Wood, I. G.; W. D. Smith, O. G., and a stroug membership. In the spring of 1883 a division took place, and out of the old society was formed Salem Lodge, No. 105, and the two organizations continued separate until January, 1887, when they were united under the name of

Lodi Lodge No. 41, K. of P., which now has a membership of eighty, and the following officers: E. B. Wright, P. C.; George E. Carver, C. C., and H. S. Clark, K. of R. &. S. Lodge meets every Saturday night. This society has paid out large amounts of money for benefits.

Lodi Lodge, No. 189, I. O. G. T., was organized October 19, 1877, with the following persons for its first officers: J. H. White, W. C. T.; Mrs. Mary Hill, W. V. T.; D. Wardrobe, R. S.; Mrs. Aldridge, F. S.; Miss J. Parmeter, Treas.; Frank Smith, M.; Mrs. Blanck, D. M.; A. Wardrobe, I. G.; J. Rixon, C.; Rachel Parmeter, P. W. C. T. This society went down and

Enterprise Lodge, No. 285, I. O. G. T., was instituted during the first week of November, 1887, with about fifteen charter members; there are now seventy in good standing, and the chief officers are: J. A. Anderson, C. T.; May Pickings, V. T.; Frank Christie, Rec. Sec.; Marion Elliott, Fin. Sec. Friday evening is the time of meeting.

The *W. C. T. U.* of Lodi was organized November 29, 1884, with only six members; there are now thirty-five. The officers from the first to the present have been: Mrs. William Moore, president; Mrs. C. F. Grant, Secretary. Society meets every two weeks. At one meeting there will be a bible exercise, at another, hygiene will be the topic, at another heredity etc., there being a regularly elected superintendent for each department. For the free distribution of temperance literature they have two boxes in public places in town. They have also to some extent introduced temperance literature in the public schools.

The Loyal Legion, No. 1, a branch of the above, and consisting of persons of both sexes and of all ages, has been in existence for three or four years. They undergo a sort of military drill. The membership in this society is about seventy.

Lodi Grange, No. 92, P. of H., was organized August 29, 1873, and erected the "Odd Fellows Hall" building, which they still own. The Odd Fellows sub-lease a portion of the building to the Knights of Pythias. The first story is devoted to mercantile business. The Grangers' Co-operative Business Association was a private stock company which ran a general store. Lodi is also the headquarters of the Pomona, or county grange, whose regular meetings occur four times a year. S. Ferdun is master of the subordinate grange, and J. D. Huffman is secretary of both granges.

The Mokelumne Ditch and Irrigation Company is noticed in Chapter VIII.

WOODBRIDGE.

Where the little town of Woodbridge now stands, grew in 1851, the first crop of barley raised in the township. In the fall of 1850 the Sargent Brothers, G. W. Emerson and Jacob Brack came to that place, and the Sargents erected a log house; the first below Staples' ferry, on the Mokelumne river.

August 8, 1852, J. H. Woods arrived at Sargent's place, with his family, and camped under a tree, using the side of an old boat for a table, where they remained until he could erect a cabin, enclosed with stakes, which took several weeks to accomplish. In the fall of that year a little incident occurred, which exhibits the presence of mind and nerve, which was so universal a characteristic of the California pioneer. Mrs. Woods had left some fresh meat hanging on the outside of the cabin, which attracted a hungry grizzly, who proceeded to take it down for a repast. Mrs. Woods, intent upon some household duties, was awakened from some pleasant day dream by hearing a noise at the door, and, upon looking around, beheld a bear sitting on the threshold, taking a survey of the inside workings of domestic economy. Understanding the position in an instant, Mrs. Woods seized her children and thrust them up on the stringers of the cabin, out of Bruin's reach, and then turned to face the danger, but the shaggy monster had in his turn become alarmed at the strange proceeding, and beat a hasty retreat to the bottoms.

Mr. Woods and A. McQueen bought the Sargent Brothers' claim to the land in the vicinity of, and where Woodbridge now stands, in 1852. Immediately after his arrival and after finishing his cabin, he proceeded to build a ferry-boat and establish the crossing known as Woods' ferry.

In October of that year John A. J. Flood, E. H. Comstock and others petitioned the Court of Sessions to create, by order, a public road from Stockton, by way of Woods' ferry, to Davis' bridge, on Dry creek (Fugett's). Viewers were appointed, C. Mitchell being one of them, but this effort failed. June 23, 1853, J. Brenn, J. C. Davis and G. Van Riper petitioned for the same public highway. J. H. Woods was appointed, with J. B. Osborne and J. S. Whitney, viewers, and the result was an order of the court, dated August 29, establishing the route as a county road.

In the spring of 1853 there was a flood; the waters ran through the country where Woodbridge now stands. The country was generally submerged, and, on account of it, there was a scarcity of provisions in the mining camps, in the mountains. Mr. Woods fitted out a pack train that was the first to reach the hungry miners. He obtained his goods at Stockton, bringing them to Woods' Ferry in row boats. An idea of the scarcity of provisions in the mines at the time may be arrived at, by the knowledge of the fact that Mrs. Woods sent by her husband some eggs to be marketed, on the first trip through, and they sold for three dollars per dozen. Mrs. Woods had at this time twenty four hens, each hen being the proud owner of a name. The poet has said, "What's in a name?" In this case there were shekels, each name representing four dollars that were paid to get that hen,—an amount of money that would in 1877 have bought, in California, thirty-two sheep. It was early in this spring that the only sloop ever reaching that place unloaded a cargo of freight for the mines, at the ferry.

The fall of 1852 was the last time that the water flowed in its channel as a clear, crystal stream; the miners, in using the mountain brooks for sluicing and digging up the beds of channels, have left the river a turbid flow of mud-charged waters. It seems that in the fall of 1852, Mr. Woods established a ferry, which is referred to in the county records as Woods' Ferry as early as October of that year, but there is no record by the court to establish such ferry until June 5, 1854, at which time the court, upon the petition of J. H. Woods and Dr. Case, granted those parties the right to establish a ferry at Woods' Ferry, four miles below Benedict's Ferry, upon their entering into $5,000 bonds to comply with the requirements of the law in such causes. On the 8th of the same month, the bond was filed.

July 4, 1855, a national holiday dance was given at Woodbridge (then Woods' Ferry), that never has been surpassed in the county. Mr. Woods was eminently a representative man of the intensely characteristic pioneers of that period, and whatever he undertook was prosecuted with vigilance and precision that was equaled probably by none of his contemporaries. In preparing for this dance he spent a great deal of money. Flowers were even procured from San Francisco, at a cost of $75, to decorate the table. The bill of fare was printed upon white satin, and enumerated a variety of dishes that would be a credit to the Palace Hotel in San Francisco. The services of the band cost $250. In the grove under the canvas were set two tables, each 240 feet in length. The price of tickets was $10. To "get their money back," they commenced dancing at four o'clock in the afternoon and continued until ten o'clock, forenoon, next day! Guests came from various points to a distance of seventy-five miles. The entertainment was in every way a success except that Mr. Woods lost money.

In July and August, 1858, Mr. Woods built a bridge at the old ferry, at a cost of $1,000, and during the very first year afterward took in $9,900 from tolls. The rates were $1 for a span animals and wagon, and fifty cents extra for every additional team and wagon.

In April, 1859, "Woods' Ferry" was surveyed as a town plat, and to it the name of Woodbridge was given. The first town lots were sold to E. J. McIntosh and W. H. Smith, October 28 following, for $500; other lots were sold the same day, but before the title to the land was perfected Mr. Woods died, June 4,

1864, from the effects of a stab from William Wilkinson. The land was not opened to market by the Government until September 18, 1865, but the squatters neglected to perfect their titles for a number of years.

December 27, 1861, the bridge was carried away by a flood to a point half a mile below, whence it was towed back and raised bodily upon its old foundation. It was during this time of the bridge's absence that steamers passed up the river amid great excitement, as described in Chapter IX.

In 1874 the old toll-bridge was removed and a free one substituted at a cost of $5,000, mostly by private subscription; but of this sum $1,000 was paid to the heirs of J. H. Woods for the old structure and the charter to keep a toll-bridge.

The Mokelumne inundated the streets of Woodbridge during the freshets of 1862, 1868, 1872 and 1878.

It was in Woodbridge that the Nevada Asylum for the Insane was established by Drs. Clark and Langdon in 1871; it was moved to Stockton in 1877. See sketch of Dr. Asa Clark on a subsequent page.

The establishment of Lodi in 1869 two miles southeast of course put a stop to the growth of Woodbridge, which has had for a number of years a population of about 300.

The Church of the United Brethren in Christ at Woodbridge was organized in 1864, during which year services were held by Rev. J. W. Harror and Elder Jackway, in the Franklin and Mokelumne school-houses. In 1878 the society built a church, costing about $2,700, including bell. The first officers of the church were: R. Metcalf, Chairman; J. A. Sollinger, Sec. and Treas.; H. J. Becker, R. W. Williams, H. J. Keen, Thos. J. Pope.

The Presbyterian Church here was organized May 1, 1870, but religious services were conducted in Woodbridge by a Presbyterian, Rev. Joshua Phelps, D. D., three years previously. John and Andrew Rutledge were the first elders.

The Methodist Episcopal Church, South, at Woodbridge was organized many years ago.

St. Ann's Church, Catholic, was established in 1876, by Rev. W. B. O'Connor, of Stockton, who had held religious services there in private houses two years previously. For a house of worship they purchased and repaired a school building at an expense of $1,100.

Woodbridge Lodge, No. 131, F. & A. M., was organized May 10, 1850, the charter members being C. Carpenter, W. H. Young, Thos. Henderson, L. F. Neely, D. P. McNeill, C. H. Over, J. H. Woods, R. H. McCracken. The first officers were: C. Carpenter, W. M.; W. H. Young, S. W.; L. F. Neely, Tyler.

Jefferson Lodge, No. 98, I. O. O. F., was instituted August 2, 1860, with the following officers and charter members: S. H. Axtell, N. G.; Freeman Mills, V. G.; E. Young, Sec.; W. H. Smith, Treasurer; H. Bentley, Per. Sec.; H. Hoeber, James Taylor, W. H. Smith and T. B. Hill. Present membership, forty-four.

Duroc Lodge, No. 50, K. of P., was instituted November 23, 1878, with fourteen charter members, and is still flourishing.

Woodbridge Grange, No. 84, P. of H., was organized September 30, 1873.

A lodge of Good Templars was organized here in December, 1877, and had at one time as many as seventy-one members.

A newspaper entitled the *Weekly Messenger*, was for a time published in Woodbridge, started May 18, 1865, by Shekells & Spencer.

LOCKEFORD.

The village of Lockeford is built upon the ranch or farm owned by Dr. D. J. Locke, and upon the bluffs about one mile south of where the section line between ranges seven and eight crosses the Mokelumne river. It is very pleasantly located among the live oaks. The river bottom is about one mile wide at this place, and the banks on the south side rise suddenly from the low land about forty feet, where Lockeford is built, and one seldoms looks out on a more attractive landscape than is presented on looking

over and down upon the sleepy valley, sprinkled with oak, that cast their dark shadows upon the carpet of green.

Originally there came to this part of the country, in 1850, E. H. Locke, since deceased, and the beauty as well as the utility of the surroundings of this place filled him with enthusiasm for settlement. He returned to Mississippi Bar, where Mr. Holman, D. J. Locke and his brother were stopping, and the result was that all these parties, as well as some others, packed up and moved to the Mokelumne, with a view of remaining and utilizing the soil for grazing and farm purposes. The Lockes purchased 360 acres of land for $360, and Captain G. C. Holman and Charles Massack each 160 acres for $360 apiece from D. J. Staples. The Lockes erected a log cabin, on a knoll in the river bottom, that has since been destroyed. In those days when night came their hired men roosted high in the trees like turkeys, for fear of grizzlies.

The first house built in Lockeford was by Dr. Locke, in 1855. The second was a hotel, built by John A. Clapp, in 1860, and called the Lockeford House; this hotel gave the town its name, in 1860. On the 5th of April, 1862, the little pioneer steamer Pert first tied up to the Lockeford landing, and the event was made the cause of general public demonstration, for the particulars of which see Chapter IX. The first goods for mercantile purposes arrived in that village on the 24th of February, 1862, and the private residence of Dr. Locke's father was used for a store until in the fall.

On the 14th of June, 1862, the town was laid out and platted. S. P. Sabin came to the place in 1860 and built a blacksmith shop, and the same year he built a dwelling-house, which was afterwards converted into a store, and was burned down in 1865, a child of N. Kolman perishing in the flames. The wagon shop was built in 1860, by W. D. Read. Mr. Bruml erected a brick store in 1865.

The second school building erected in the township was an octagon building, situated midway between Staples' Ferry and Lockeford, and was erected in 1856. It took the place of the cloth building nearer the ferry. The octagon was moved to Lockeford in 1864, but the district increased to such an extent that, in 1874, a new and more commodious building was erected, where a graded school has since been taught, that is a credit to the place.

There are at present about 500 inhabitants in the village. The postoffice was established in June, 1861: Luther Locke, postmaster.

Congregational Church.—As early as November 24, 1861, Congregational services were held in Sons of Temperance Hall, Lockeford (this hall is now used by Dr. Locke as a granary), and a Sunday-school was organized July 28, 1861, at the residence of W. D. Read. It was February 12, 1862, before the Congregationalists attempted a church organization. On that date a preliminary meeting was held, and an organization perfected March 2, of that year. The church was built in 1869, costing $2,800, including $300 for a bell, and dedicated September 19, of the same year. The first officers were: T. B. Day, trustee for five years; D. J. Locke, for four years; George Hammond, for three years; Thomas B. Jeffroy, for two years, and Isaac Brown, for one year.

The "Church of Christ" was organized in Lockeford in March, 1876, the first religious services being held at Hotel Hall, by Rev. R. H. Boyles. The first officers were: J. H. Haley, James Moshier and B. F. Morrain.

The San Joaquin Catholic Church was established here in 1876, by Father O'Connor.

The Sons of Temperance in 1860, and the Good Templars in 1869 began to flourish here. Lockeford Grange, No. 131, was organized in January, 1874.

Progressive Lodge, No. 134, was instituted May 11, 1867, with the following members: Peter Moore, N. G.; Philip Wagner, V. G.; S. P. Sabin, Rec. Sec.; P. Cahill, Treas.; J. S. Christian and John McDonald. The present membership is fifty-eight.

Vesper Lodge, K. of P., is in existence at Lockeford.

ELLIOTT,

formerly known as Hawks' Corners, is in the northwest corner of Elliott Township. A Methodist Episcopal church (South) was organized there in 1858, and subsequently, the Good Templars, Patrons of Husbandry and Odd Fellows. The latter, as No. 288, was instituted February 25, 1880, with five charter members, and the following as officers: H. H. West, N. G.; J. W. Fitzgerald. V. G.; W. S. Hickey, Sec.; J. Lamb, Treas. They now number thirty-three in membership.

CLEMENTS

is a flourishing little village on the railroad about five miles northeast of Lockeford, with all the initial elements of a good society. Odd Fellows Lodge, No. 355, here was organized December 4, 1889, with five members: there are now twenty-two. W. Buchnaw, N. G.; J. Harris, V. G.; R. Baird, Sec.; and H. Plummer. Banner Lodge, K. of P., is flourishing at Clements. Population of Clements, about 200.

LINDEN.

This village of about 400 population is situated on what was known in the early days as the Mokelumne Hill road, twelve to thirteen miles from Stockton in a northeasterly direction, and two miles south of the Calaveras river. Originally this point was known as the Fifteen-Mile House, and then as Froeman's ranch up to August, 1862, when it was laid out by Mr. Froeman and given its present name by J. Wasley. In the spring of 1849, when water covered nearly all the country around, two brothers named William D. (a doctor) and John Trebilcock, who were freighting to the mines, noticed the highest point of land in the valley on this route, and, soon afterward locating here, opened a public house, which was at first merely a rough board shanty. It was named the Fifteen-Mile House, on account of its distance by road at that time from Stockton. In the summer of 1851 they put up a better building, and afterward made additions. Subsequently these brothers sold the house to C. C. Rynerson, who had married their cousin, Mary Wasley, and who was afterward sheriff of this county. The latter sold to Froeman & Beritzhoff, and it was long known as the Froeman ranch.

After Mr. Rynerson, the second settler, came John Haines, Samuel Froeman and A. C. Beritzhoff, the last two being the later proprietors of the tavern just mentioned.

The Moore school-house was the first built in the township, Linden being a part of the district: it was on Charles Hayden's ranch. In August, 1858, the Jefferson school district was formed, taking in the present village site, and that year the first school-house was built. In 1862 the name of Linden was given to the district. In 1864 the old school-house was burned down, and since then several new ones have been erected.

The flour-mill was first built in 1854, by John Doak and N. Burroughs, who ran it for about two years. In 1859 it was sold to C. C. Rynerson and John Wasley, who operated it until 1865, when it was destroyed by fire. The following year they rebuilt, and again the new mill was burned in 1868. Then the Linden Flouring Mill Company was organized and still another mill was erected, in 1871, a three-story brick, at a cost of $35,000. Its name from 1854 to 1859 was the "Calaveras Mill," then it was the "State Mills" until 1860, when it was changed to "Linden Mills." It has been idle for a number of years.

The first store at Linden was started in 1856 by Thomas McCarter, who in April, 1857, was succeeded by Wasley & Rynerson, and they in 1860 by E. Case and J. S. Smith, and the latter afterward to Prather & Aull, etc.

The Methodist Episcopal Church, South, at Linden, was organized in 1855, with Rev. Ira Taylor as pastor. The first services had been held by Thomas Barton, in the old Moore school-house. In 1857 they erected a church edifice, at a cost of $2,000. Rev. R. F. Beasley is the present pastor.

The Methodist Episcopal Church (North) at Linden have for their pastor Rev. H. L. Gregory,

who also has in his charge a church at Farmington, preaching in each place on alternate Sundays.

There is also a Catholic church at Linden.

Valley Lodge, No. 135, F. & A.M., was organized July 27, 1858, with the following charter members: J. C. Pendegrast, J. C. Reid, J. H. Cook, James H. Gardner, Thomas T. Wasley, J. S. Haines, W. B. Stamper, J. F. Howard, W. H. Russell, Thomas T. Brook and T. W. Jarraed. Pendegrast was W. M.

Scio Lodge, No. 102, I. O. O. F., was organized June 13, 1861, with the following officers and members: John Wasley, N. G.; C. W. Leach, V. G.; I. Smith, Sec.; Andrew Showers, Thomas McCarter, C. W. Martin and C. Oxtoby.

A grange was organized here in 1873, a Good Templar society in 1878, etc.

In 1887 the people by vote introduced the grammar-school course, and during the month of June, 1889, three girls and two boys graduated therein. There are six classes (graded) in the primary and four in the grammar cuorse, which latter comprises "high-school" studies. The principal is J. S. Moulton, while Mrs. Moulton has charge of the intermediate classes and Miss Agnes Fine of the primary. The school has a good philosophical apparatus, purchased about three years ago, and a good library of 300 volumes, including a cyclopedia. There are about 130 scholars, averaging over a hundred in daily attendance.

FARMINGTON.

In 1858, W. B. Stamper took up the west half of section 16, township 1 north, range 9 east, upon which Farmington now stands. He sold lots soon after to William and Daniel Sanderson, who put up the hotel and blacksmith shop. After the hotel was erected, Dr. Stamper named the place Farmington, because it was the center of an extensive and rich farming country. This was on what was then the Stockton and Sonora road. The plat was surveyed by N. S. Harrold, when the Farmington branch of the Copperopolis Railroad was built through that place. The initial point of Farmington was the "Oregon Tent," where Mr. Harrold now lives. Thayer & Wells were the first owners.

About 1859 or '60 L. J. Morrow and Alexander Harne built and stocked a general merchandise store where Farmington now is, and the postoffice was removed there from what was the Marietta House—Thomas J. Brooks' place—three miles above. Harne is now living six miles from Stockton.

Where Mr. Patterson now lives there was another tavern, and still another where Mr. Benton now resides.

Farmington, a place now probably of about 250 inhabitants, and about seventeen miles east of Stockton, is appropriately named, being in the midst of an excellent farming district, where wheat has been for many years the great specialty. It now has all the conveniences of a country village,—a good graded school, in a fine building erected in 1888 at a cost of over $6,000, three hotels, two general stores, express and telegraph offices, three blacksmith shops, a harness shop and a livery stable, besides churches and societies.

The Cumberland Presbyterian church was organized in May, 1872. Previous to this, services had been held in the Shady Grove school-house, by Rev. C. Yager. In the fall of 1876 a church was built by the combined subscription of all denominations, at a cost of about $1,500. The first officers were W. B. Ford, J. M. Groves and Joseph Manchester. In the pastorate Rev. Yager was succeeded by Dr. Crawford and E. C. Lattia. The present pastor is Rev. Mr. Elder.

The Episcopal Methodists (North) organized a society here in May, 1878, and continued in the Cumberland Presbyterian church. It was in this place they held their first religious services, in October previous, conducted by Rev. A. T. Palmer. In 1889 they built a church, at a cost of $2,500, and dedicated it November 10, same year. Rev. H. L. Gregory of Linden is their present pastor.

The Southern Methodists established a class

here in 1877, and Rev. R. F. Beasley is their present minister.

The school-house, of two stories, costing over $6,000, was completed in 1889. The Odd Fellows' Hall building, two stories, was erected in 1881, at a cost of $2,500, and is used also by the K. of P.; and the lower story is used as a dance hall.

In Farmington are three hotels or taverns, three blacksmith shops, one tinware and pump shop, one harness shop, a barber shop and two general stores.

LATHROP,

nine miles south of Stockton, was started by the railroad company "through spite at Stockton, because this city refused to grant the right of way through its plat." They built a large hotel, placing it in charge of H. A. Bloss, and laid the land out into blocks and advertised them for sale on a certain day. The overland trains which had been stopping in Stockton twenty minutes for meals, since then have stopped at Lathrop. Soon afterward they began the construction of a railroad down the valley from Lathrop, this being the Southern Pacific; and they also erected a round-house and machine shops in this locality.

The place was probably named after Ariel Lathrop, of San Francisco, one of the directors of the railroad company, and is beautifully situated. It is particularly a railroad town, as it is almost exclusively made up of railroad hands, being the end of divisions, and thus constituting a kind of headquarters for the men, of whom it is said there are about 500 making their home here. The more permanent population numbers something over 300. Twelve passenger trains and forty-four freight trains arrive at or pass this point daily. The switch engine is run busily day and night. The Visalia division runs to Tulare and Los Angeles, and the twenty-mile branch to Modesto is a part of the old contemplated overland route to New Orleans.

The most prominent Protestant religious denomination here is that of the "Progressive Brethren," known as "Dunkards," originally "Tunkers," this word signifying dippers. This word refers to baptism, in the administration of which they practice what is called "trine immersion," dipping the subject three times, one time for each name (person) in the triune Godhead. In reference to war, oaths, worldly display, etc., they are like the Quakers. Five members of this organization found their way into this county in the fall of 1860. In the fall of 1862 they held their first communion meeting in a grove on the east side of the San Joaquin river, where the Southern Pacific Railroad bridge now crosses it. At that meeting the first organization in the county of this denomination was perfected, with George Wolfe as elder, Felix Senger for minister, and Jacob Wolfe and Henry Haines as deacons, and fourteen members. Mr. Wolfe, now deceased, first located on the San Joaquin river, three miles south of Lathrop.

At present the church numbers perhaps about seventy members, and meet in a union house of worship in the central portion of Lathrop, a neat frame structure, 30 x 60 feet in size, built eight or nine years ago, at a cost of about $2,000. H. Holsinger and a Mr. Bear have been elders; the present elder is Mr. Wolfe, son of George Wolfe, the pioneer of the church here.

The Catholic congregation at Lathrop was established in May, 1887, by priests from Stockton. The same year a good frame house of worship was erected, 50 x 100 feet in dimensions, at a cost of $1,500. Mass, however, had been held here from time to time previously. There are about 300 Catholics worshiping in Lathrop, meeting the third Sunday of each month. Rev. W. B. O'Connor, of Stockton, is the pastor.

There is a prosperous lodge of Knights of Pythias at Lathrop.

For the public school there is a neat, new frame building, in which two teachers are employed.

In Lathrop are three hotels and two restaur-

ants. The two general stores are kept by Joseph Geraty and Mr. Sanguinetti, and Scar lett & Howland are the principal grocers.

A stock company has commenced to sink an artesian well in the southwestern part of the village, which already furnishes fifty miners' inches of water and some gas.

At one time D. H. Berdine & Co., of Stockton, published the Lathrop *Junction*, and in 1888 a Mr. Bradley, also of Stockton, established and ran for a few months the *Railroad Journal*, which had a considerable amount of advertising and seemed to do well.

TRACY

is a busy, ambitious little village, about twelve miles southwest of Lathrop, at the junction of the Martinez and Livermore (or Niles) branches of the railroad, and was started in 1878 by the removal of Ellis to this point, at the time the junction was made by the building of the Martinez branch. The "West Side" railroad, standard gauge, it is said will soon be built by the Southern Pacific Company, from Goshen, on the main line, by way of Los Banos, to Tracy. When this is completed, an eating-house will be established at this point, and possibly many trains will be made up here that are now made up at Lathrop. The branch to Los Banos is about sixty miles in length, and twenty-two miles of this is already built.

In Tracy there are now three large hotels. The Tracy Hotel is conducted by Edward Wachsmuth, who has been in the hotel business since 1871. The San Joaquin House is managed by C. Ludwig, and he has had that since 1872. The Castle House was built during the summer of 1889, by Thomas Castle.

The greatest fire that ever occurred in Tracy was in 1879, which destroyed two stores and Castle's old hotel building, which he had removed from Ellis.

One of the principal business enterprises of Tracy is John Hay's manufactory of harvesters, which he has been running ever since the village was established. Faebian & Levinsky have a store and warehouse, who are the largest shippers, the principal exports being grain and live-stock.

The Catholics of Tracy, served by priests from Stockton the last Sunday of each month, erected a frame church building in 1887, at an expenditure of about $1,800.

The Presbyterian church at Tracy was organized probably in 1886, with only three or four members; there are now about fifteen. In the fall of that year they built a house of worship, at an expense of over $2,000. The elders are J. M. Kerlinger and J. G. Dean. A Sunday-school is maintained. The congregation is served by Rev. J. N. Hubbard, the installed pastor, who has been a resident here for fourteen years.

The Methodists held meetings at this point long before the town was started. Rev. August Lemkau, who preached both in English and German, organized the first class here. There are now about twenty members, consisting of both English-speaking and German Methodists, who united in 1887, and are now led by Judge W. B. Hay. They meet in the Presbyterian church, and Rev. G. J. Jaiser, of Stockton, is their present pastor.

A Lutheran minister from San Francisco, named Koenig, preaches in Tracy once a month.

Sumner Lodge, No. 177, I. O. O. F., was first instituted in Ellis in 1871, with about sixty-eight or sixty-nine members. Since then the number has been even greater, but there are about sixty-eight now, and the lodge is in good financial condition. First officers: H. L. Atherton, N. G.; Martin Lammers, V. G.; Edward Wachsmuth, Sec. The first hall in which they met was burned down, and a neat wood building was substituted, which they moved to Tracy and enlarged. The present officers are: Peter Smith, N. G.; George Luhrsen, V. G., and William Schult, Sec. The lodge meets every Saturday night.

West Side Lodge, No. 118, K. of P., was instituted March 10, 1885, with about twenty-eight members. The first officers were: Mar-

tin Loomis, P. C. C.; C. Ludwig, C.; J. S. Moulton, V. C.; William Schult, Prel.; William Pruser, Treas. The present are: William Ahlen, C. C.; Charles Canale, V. C.; William Schult, Prel.; William Pruser, Treas.; D. A. Buschke, Sec. There are now forty-four members, who meet Tuesday evenings in Odd Fellows' Hall.

TOWNSHIPS.

CHAPTER XV.

MOST of our notes concerning the early history of the various townships are taken from Thompson & West's History.

CASTORIA

Township, when first formed in 1853, included all of what is known as Dent, except a small strip on the northeast corner. It was bounded as follows: Commencing at the junction of the French Camp creek, with the San Joaquin river; thence easterly along French Camp creek to the Oregon ranch, or at a point where the French Camp and Littlejohn creek crosses the section lines betweeen sections 21 and 22, township 71 north, range 9 east, about one mile southeast of Farmington; thence in a southeasterly direction to the east line of the county, one-half mile south of township line dividing townships 1 and 2 south; thence in a direct southeast line to the Stanislaus river, at a point about one and a half miles outside of the present county limits; thence westerly, along the Stanislaus river, to its junction with the San Joaquin; thence up to the San Joaquin to place of commencement.

When Dent was set off, in 1859, a large portion of the territory was taken from Castoria, and, after the county lost to Stanislaus a portion of her area, Castoria was forced again to yield more of her acres to the jurisdiction of Dent, its boundaries at this time being, on the north by O'Neil, on the west by the San Joaquin river, on the south by the Stanislaus river, and on the east by Dent. The line between ranges 7 and 8 was the line of division between these two townships, it being the center township on the south line of the county.

In the early part of 1828 a company of French trappers, under the command of John McLeod, who met with disaster later near the river bearing his name in Northern California, being the employés of the Hudson Bay Company, visited the San Joaquin valley on a trapping expedition, and camped for a while on the south side of what is known as French Camp slough, at the place where the village of that name is situated. From this event the creek or water-course, as well as the locality where they stopped, had the name French prefixed.

It was a rule of the Hudson Bay Company, who were very strict in their discipline, never to allow their trappers to approach too near civilization. The Santa Clara mission and Yerba Buena (San Francisco) were the frontier settlements of the Spanish, and the nearest post to civilization that the Hudson Bay Company had was at French Camp. From 1830 to 1845 they had a trapping here during the trapping season; consequently Castoria can claim in point of time the front rank among the places where white men first made their temporary homes.

About a year before the trappers abandoned the country, David Kelsey settled at French Camp. See Chapter II. In the fall of 1846 the Mormons made an attempt at settlement. About thirty of them came up the San Joaquin river in a schooner, landing on the east bank, near where the railroad crosses, and then went over the country to the north bank of the Stanislaus river, to a point about one and one-half miles from its mouth, where a location had been previously selected by Samuel Brannan, under whose orders the settlers were acting. The party, all of whom were well armed with rifles and revolvers, had come intending to stay. The little schooner that brought them, the first probably that ever ascended the San Joaquin river, was loaded with wheat, a wagon and implements necessary to found a settlement and put in a crop.

They soon completed a log-house, after the Western style, covered with oak shingles, made on the ground; they erected a Pulgas redwood saw-mill, and sawed the boards from oak logs, with which to lay the floor.

As soon as the house was built they commenced plowing the ground, sowing wheat and fencing it in. By the middle of January, 1847, they had eighty acres sowed and enclosed. The fence was made by cutting down and cutting up oak trees, rolling the butts and large pieces into a line and covering them with the limbs. The native Californians made most of their fences, which were few, in the same manner.

While this settlement was being made and crops put in, the company became dissatisfied with their leader Stout; he was unpopular. When the sowing had been done and the land fenced in, he essayed to make them a speech, substantially as follows:

"Now, boys, we have got through putting in our crop, and have got it fenced in; now go to work each of you and select a good farm of 160 acres, and make out the boundaries; we will go to work and put up houses, one at a time, so that by the time the crop is ready to harvest, you will all have your houses and farms. *But I selected this place; this house and this farm is mine.*"

The latter part of this speech culminated the hostile feeling which had been growing against him; and Samuel Brannan was sent for, to hear their grievances. He came and held a church meeting, at which a resolution was introduced, and adopted with great unanimity, setting apart and dedicating that house and farm to the use of the twelve Mormon Apostles. A few days afterward Stout abandoned the settlement and never returned. This was the first permanent settlement in the great San Joaquin valley. A man by the name of Lindsay had before built a hut, where Stockton now stands, but the Indians burned his hut and killed him.

The Indians never troubled the Mormon colony; but the latter were always on the alert, and a picket guard was kept around the house nightly.

The only provisions sent up for the colony were ground wheat, sugar and coffee. All else had to be procured with the rifle; meat enough could be got in three hours by one man, to last the colony a week. To grind their wheat they had a mill with steel plates, instead of buhrs, driven with a crank, by hand; the wheat was cut or ground up, but not bolted. Every man had to grind his own wheat, make his own bread and coffee and cook his own meat. But little washing or house-cleaning was done.

The winter of 1846–'47 was very wet and stormy. The river, under the influence of the rain, rose and fell very rapidly; eight feet an hour on the perpendicular was marked. About the middle of January, 1847, the river overflowed its banks, and the whole country was under water for miles in every direction. The San Joaquin river was three miles wide opposite Corral Hollow. This was discouraging to the settlers, and as the original incentive no longer urged them forward, the enterprise was abandoned, after digging their first meagre crop of potatoes, that were found to be rotten in the center; and Mr. Buckland, who afterward built the Buckland House in San Francisco, was the

last of the little colony to leave the place. W. H. Fairchild, since a county supervisor, removed him to Stockton in November, 1847. The balance of the colony had gone to the lower country, but when the gold excitement broke out they concentrated at what is now known as Mormon Island, and worked the mines, depositing their dust with Sam Brannan, "in the name of the Lord;" and it is said when they wanted their money he told them he would be happy to honor a check signed by the Lord; until such was presented he should be obliged, in order to protect himself, to keep the funds.

In May, 1851, Henry Grissim took up the land abandoned by the Mormons, not supposing he was ranching the lost site of Stanislaus City, the name given by the Mormons to their location; he, in turn, sold to W. H. Lyon, and Lyon sold to H. B. Underhill. Succeeding the trappers in 1845 came the Mormon settlement on the Stanislaus river, their abandonment in 1847, the discovery of gold in January, 1848, and the establishment of Doak & Bonsell's ferry in the fall of that year; and in August of 1849 Colonel P. W. Noble and A. Stevenson took possession of the old French camp-ground. They kept a public-house as well as store; they were merchandising also at Mariposa, making French Camp the depot of supplies. These gentlemen eventually dissolved partnership, and Mr. Stevenson moved to the mouth of the Merced river. These gentlemen were the first white men to occupy any portion of Castoria after the abandonment by the Mormons.

The selection of that point so early for a stand for a hotel and store was due to the fact that Castoria, as well as Dent, has in the main a sandy soil, and the teamsters, in going from Stockton to Mariposa, found a passable road by way of French Camp in the wet seasons.

Up to December, 1849, Noble and Stephenson were the only residents of Castoria. In that month Le Barron & Co. started business in French Camp, the members of the firm being Horatio Le Barron, E. H. Allen, E. W. Atwood, W. S. Belden and Thomas Wilson. N. McKinstry commenced merchandising at the same time in that place. About the same time a German kept a public-house on the French Camp road, at a place known as Dutch Point; he sold in 1851 or 1852 to Benniden & Jenks, who sold in 1853 to Cutler Salmon, where he still lives; the place was finally closed against the public in 1870.

Dr. Conac planted a garden here in 1850, and continued the business for about five years, when he moved to Stockton.

Immediately after the arrival and starting of business by the Le Barron firm, Mr. Atwood began the navigation of the French Camp slough in a yawl that would carry about 1,500 pounds of freight and four or five passengers. The first trip from Stockton was made by the little craft with goods for McKinstry, and cost that gentleman $115. Freights were five cents per pound, and a passenger would be accommodated for $5. The enterprise resulted in adding $3,000 to the profits of the company during that winter.

In 1850 Lansing & Shell started a hotel and store. A man by the name of Earl, believing in the future of the then thriving little village, erected a house for his employés, and then built a bakery and blacksmith shop; but 1850 was a dry year, and business was dull; what little there was went mostly to Stockton, and Mr. Earl was forced to suspend.

The first preaching was at the residence of Colonel James Lansing, in 1850, in the village; from that time until the spring of 1851 services were held in private houses. That spring a school-house was built by subscription, some of the Stockton people contributing to the enterprise; it was the second school-house erected in the county; the first having been built in Stockton. It was one-story high, and was calculated for a town-house and place for any kind of public gathering, also being used for church purposes. In 1852 another story was added for the Sons of Temperance to use as a hall; since then twelve feet have been added to its length, and to-day it stands the oldest school building in the county.

In the winters of 1851–'52 and 1853, French Camp was a lively place. There were two hotels, the French Camp Hotel and the Brighton House, four wholesale stores that also did a retail business, two hay yards and five restaurants. At one time five lines of stages stopped at the French Camp Hotel for their passengers to eat, and it was not an uncommon thing to feed 100 at a meal.

From 1853 until 1862 business declined because of the facility the improved condition of the roads gave for entering Stockton; the flood of 1862 revived matters again for a season, but it was only temporary, and things relapsed until, finally, we have the result in the present status of the hamlet of French Camp, which it will remain until the end of the chapter.

DENT.

In the general change of township boundaries that was made by the supervisors February 17, 1859, a township was sandwiched in between Emory and Castoria, taking a part of both, having an area of twelve miles in width from east to west, and being bounded on the south by the Stanislaus river, and on the north by Douglass Township, the division being by east and west section lines two miles north of the Mt. Diablo base line.

Precisely one year afterward the Legislature divided the township in the center by a north and south line, giving the parts equally to San Joaquin and Stanislaus counties, and leaving Dent a strip of land only three miles wide and eleven miles long, in the southeast corner of the county. August 26, 1864, the present boundaries were established: Commencing at the east line of the county two miles north of the Mt. Diablo base line; thence running west parallel with the base line twelve miles to the northwest corner of section 30, township 1 north and range 8 east; thence south to the Stanislaus river; thence up the river to the southeast corner of the county; thence north on the east line of the county to the place of beginning.

The township was named after George Dent, a brother-in-law of General U. S. Grant, who resided at Knights's Ferry.

In September, 1850, there were but three houses between Stockton and the Stanislaus river, on the present Mariposa road, and only two houses in the area of what is now Dent Township. One of these was at Heath & Emory's ferry, which was the first built in the Township; the next to be erected was by George Kerr; Dr. L. R. Chalmers building the third. The Heath & Emory ferry became a part of Stanislaus County in 1860, at which time a part of Douglass and Dent and the whole of Emory townships were severed from San Joaquin County. Heath, Emory and Kerr all are now dead.

The first road from Stockton to Heath & Emory's ferry, by the way of Dr. Chalmers' ranch, was in 1851. The Doctor laying out the same, procured the passage of a few Government wagons over it, and the route was established. The houses on the road were, first Dr. Chalmers', then Kerr's, then the Fifteen-Mile House, and finally the ferry.

In 1850 Mr. Crow settled on the Stanislaus river. He was in the stock business, but fenced in some land in 1851, and planted some potatoes, and sowed some barley. It was a dry year, and the potatoes failed, and the barley was cut for hay, which was worth five cents per pound. In 1850–'51 this county was used mostly for grazing purposes. The game was plentiful, and in Dent Township was a band of wild horses. Dr. Chalmers, after nearly a week's effort, succeeded in corralling some, but could do nothing with them, and was forced to turn them loose. In 1852 Dr. Chalmers plowed some land, and was laughed at for being so foolish as to think of raising crops on that soil; but the harvest produced seventy bushels of barley to the acre, and there was no longer a doubt in regard to the productiveness of the land.

There were comparatively no fences in those times, and stock had free range over the country. Wash. Trahern, Heath & Emory, George Islip and Nat. Harrold were stock-raisers, and their herds ranged through Dent in 1852–'53. The

bunch blue grass, that was plentiful in the country, was much better than the wild oats for stock; the filaria grass came first to this section with the Mexican cattle. It was not an unusual sight in 1852, and as late as 1858, to see grazing on the plains in Dent, wild horses, the remnants of the vast herds of former times. Grizzly bears were to be seen there in the bottoms on the river as late as 1856; one weighing 900 pounds was killed within one-fourth of a mile of the "old Zinc House" that year.

The Zinc House was built in the early part of 1850 for a hotel. It was none of your home-made establishments; it was imported from New York. It did not cover quite as much territory as the famous ox-hide of Queen Dido, yet it took in an area of 12 x 16 feet out of the wet. It had one room that was seven feet high. (But few people inhabited the country at that time but could stand up in it.) E. Allen, of Stockton, was the happy man that brought this early prodigy around Cape Horn, and landed it at Stockton, paying for this frontier luxury (probably as a sort of penance for the delay) one dollar for every year that had elapsed since Christ was born; that was $1,850. It was seventeen miles from Stockton, and in 1852 it was the only house on the road between French Camp and Heath & Emory's ferry. It was the stage station, where changes of animals were made, and that year there had been a reduction in fare at this hotel. The traveler whose pockets were smiling with gold dust could get a pie for $1.00, or regular meal for the same money; "he paid his money and took his choice."

In that spring there was a flood, and things were generally damp; the roads had been sounded, and bottom occasionally found. Wagons and teams stuck in the mud, and teamsters were obliged to lay up for two or three months, to give the country a chance to settle down for business. During that winter Reynolds & McCloud put on an opposition line of stages from Stockton to Mariposa and Sonora; they ran on a time table adjusted by the condition of the weather and its attendant results. When the stage did go, however, it passed by the Zinc House on the lower road, for the "slough of despond" was a pleasure resort compared with the route over the direct Mariposa road, on the adobe land, in early days, during a wet winter season. Mr. Wagner rented the old Zinc House in October, 1852, for five months, giving $800, but stopped rent soon, by buying the place, and seven years later, "when old things had become new" in the country, he erected on the old site a new frame building.

In the fall of 1852 two men, named Jones and Dunbar, caught five bears in a pen on the Stanislaus river, one of which killed Mr. Dunbar in Stockton, where it had been taken to fight a wild steer for the amusement of the general public.

The first school-house built in the township was in either 1853 or 1854 on the land of Mr. McKamy, near the slough of that name. It was built by the settlers, who furnished the necessary funds as well as labor; there were about fifteen scholars, and the first teacher is said to have been a Mr. Chapman. In 1854 Mr. J. Jones built a small school-house, and hired a teacher, where the neighboring children were accommodated with primitive school advantages.

Up to 1859 not over one-sixth of the township had been reduced to cultivation. The southern and middle portion is known as a sandy loam; the north part being adobe or black land. The result of this difference of soil, in former times, caused the teams to abandon the old Mariposa road in winter, and go by the way of French Camp, and when the dry weather came the lower Zinc House road was in its turn abandoned. In the wet season the sandy loam, or plains, as the section is called, has a plentiful harvest, and the adobe farmer is out of luck. But in the dry year the sand plains come to grief, and their more fortunate neighbors of the adobe soil wear the smiling visage.

Collegeville is situated on the Mariposa road. It is eight miles from Stockton, on the line between Dent and O'Neil townships. The first settler there was a man by the name of Kehoe.

There was formerly a large college there, which was burned in the fall of 1874; hence the name of the place.

Atlanta, twenty-two miles southeast of Stockton, is a hamlet whose history consists more in its churches than anything else.

The Methodists began preaching there as early as 1866, but there was no regular preaching until 1870. A class was organized during that year; but by death and removal its numbers became so small that preaching was discontinued. In 1877 Rev. D. E. George organized a class there, and commenced regular preaching. William A. Cowdery was appointed first leader. The society at first numbered but five members, viz.: William A. Cowdery, Mrs. M. E. Cowdery, Ellie M. Cowdery, Henrietta Von Glahn, Fr. William Von Glahn. During the winter of 1877 and 1878 a revival meeting was held, and the society was greatly increased. In 1878 they built a $2,000 church.

The United Brethren in Christ held their first religious exercises in Dent Township, at the Atlanta school-house, in October, 1877, conducted by Rev. Daniel Shuck, when there was not a member of that denomination in the county excepting himself. They organized their church March 17, 1878, with twenty-four members.

The first services of the Catholic denomination in Dent Township were held at the residence of Mr. Carroll, in May, 1877; after which, in April, 1878, services were again held, and a subscription was opened, resulting so favorably that a committee was appointed, and $1,800 subscribed to build a church. Mr. Carroll, J. O'Mally and B. McMehan were the committee. The church was finished and dedicated in September, 1878, and is called St. Patrick's.

The New Providence Cumberland Presbyterian Church was organized in the old McKamy school-house, October 5, 1860, with nine members, Rev. W. M. Cunningham acting as moderator. Previously, Mr. O. Dooly had held services on several occasions. The first elders were S. Hall, J. S. Anglin, William Allen and F. Farris.

Ripon is a railroad station on the Visalia branch of the Southern Pacific, ten miles southeast of Lathrop and one and one-half miles north of the Stanislaus river. It was first called Stanislaus station, in 1870, when the railroad was built. In 1874 a store was started there by A. B. Cook, of San Diego, and December 21, that year, a postoffice was established there, under the name of Ripon. Mr. Cook was the first postmaster, and the office has ever since been held by the successive proprietors of the store. In early day the store building was burned down, and some years afterward Henry Bowman erected another building, and in two months sold it to Perry Yaple, who bought it for his son B. F. The latter had charge of it from 1878 to 1884; then J. W. Little erected still another store building and engaged in merchandising there until August, 1887, when Hutchinson & Dickinson purchased it. In the summer of 1886 Mr. Yaple bought a two-story brick building, 45 x 70 feet, the upper story of which is used as an Odd Fellows hall, where Mount Horeb Lodge, No. 58, meet.

In Ripon there are also a hotel, school-house and blacksmith shop; and there is a society here of the "Progressive Brethren" ("Dunkards;" see page 200). Ripon is in Burwood precinct, and the voting place is at Van Allen's school-house.

Burwood is a postoffice in the extreme southeastern corner of the county, where Ishmael Monroe has been postmaster ever since April 7, 1864. His predecessor was P. G. Tuohy.

DOUGLASS.

The first boundaries of Douglass Township presented but slight resemblance to what they now are. The north line commenced two miles north of the Calaveras river on the east line of the county running parallel with that river; west to the present (1880) Heath & Boody's ranch, in section 26, township 3 north, range 7 east; thence a little west of south five and a half miles to the south line of section 23, township 2 north, range 7 east, about one mile north of the present Linden road;

from that point in a southeasterly direction in a direct line to a point one mile east of Farmington. At that time O'Neil Township took in the present site of that village; from the northeast corner of section 21, township 1 north, range 9 east, the line ran a little north of east ten miles, seven of which were in what now is Stanislaus County; from thence northwesterly to place of beginning.

February 17, 1859, the Supervisors re-organized the township lines in the county, approaching closely to what they now are. February 17, 1860, by act of the Legislature, San Joaquin County lost a part of her territory, and this straightened up the east line of Douglass Township. August 26, 1864, the present lines of the township were established; commencing at the southwest corner, section 19, township 1 north, range 8 east, running thence on range line between 7 and 8 to northwest corner of section 30, township 3 north, range 8 east; thence east to the county line; thence south on county line to southeast corner of section 24, township 1 north, range 9 east; thence west on section line to place of beginning. Thus it is the center township on the east line of the county.

Douglass Township was named after General David F. Douglass, who came to California in 1848 with Colonel Graham from Mexico. He was the first land owner in the township, owning a farm or ranch on the Mokelumne Hill road, near the Davis and Atherton Ferry (that has become historic because of the struggle between Atherton and McDermott for its possession); he took up the ranch in connection with a Mr. Kenny, who was also his partner in a store at Mokelumne Hill, and they erected a house of shakes on their land, which was the first in the township and was used as a public house. Mr. Douglass was one of the pioneer merchants of Stockton, having a store there in 1849, with McKee Raney and E. Lane as partners. McKee Raney went to Arizona and has been lost track of, and the General died in June, 1872. Lane went to Portland, Oregon. In those days General Douglass owned also some freight teams, that ran between Stockton and Mokelumne Hill. In 1849, Dr. E. D. Walker and family lived on the Douglass ranch, while the General was attending to his diversified business. He was one of the first State Senators from the San Joaquin district in 1849, and in 1855 he represented this county in the Legislature, and was made Secretary of State by Governor J. Neely Johnson.

It was General Douglass who originally perpetrated the since famous satire upon a Democratic convention, of which he was a member. They had been nominating with a view of securing the popular vote; one nominated an Irishman to catch the Irish vote, another nominated a German to catch the German vote, a Spaniard was nominated to catch the Spanish vote, and a Frenchman was placed upon the ticket as a decoy duck for the French vote, when the General arose in his place and asked "if it would be considered in order in this Convention to place before the people an American to catch the scattering American vote?" If it would, he begged leave to present the name of Dan. Gelwick.

For other items concerning the life of General Douglass, see page 47.

The only houses on the Mokelumne Hill road in this county in 1849 were—one on the Douglass ranch, one on the Daly place, one at the Fifteen-Mile House, and a place kept by Edward Masterson, and one by a soldier named Edward O'Neil, after whom O'Neil Township was named.

In 1848 a family came from Oregon, and settled on a ranch where Farmington now stands. The place was called the "Oregon Ranch," the owners being George Theyer and David Wells. They built a house of tules, the first house in Farmington, and they were the first grain-raisers in the township. In 1852 they sold to N. S. Harrold, who had come to the county in 1849, and was an extensive stock-raiser. Daniel Fanning, a blacksmith, settled on the Calaveras river in 1849.

G. W. Trahern came to the county in the fall

of 1849, and located near Linden, and went into the stock business. McMullen joined him in 1850, and they became full partners in 1851, buying their property on the San Joaquin river in 1852. Also in 1849 came Edward Masterson to the county, and took a ranch on the Mokelumne Hill road, fifteen miles from Stockton, where he erected a frame house and used it for a public house in 1850. E. B. Cogswell became his partner in 1850, in which year he took up the ranch he is now living on. Mr. Cogswell came to the county in 1849.

On a ranch since known as the Patterson place, a man by the name of Red settled in 1849. He participated in the hanging of five Mexicans, on the San Joaquin river in 1851, that had been caught with stolen cattle, from which fact it is safe to infer that he was a stock-raiser.

In 1850 there were seventeen public houses within twenty-four miles of Stockton, on the Linden, or, as it was then called, Mokelumne Hill road. That year there came to Douglass Township, Jeremiah Gard (now dead), E. B. Cogswell, James Wasley and John Wasley, the latter being elected to the office of county clerk in 1875; also Captain Hamilton, who kept the Ten-Mile House; Moses Furgeson, Thomas Corcoran, Henry Thornlow, Richard Wall, Henry Ortman and Samuel Furgeson. The same year, Elisha Lambert, F. F. Culver, C. B. Harrold and C. C. Rynerson, of Santa Barbara, all settled in that township.

Jerry Gard was the pioneer grain-raiser in that township. As early as 1850 he prepared about twelve acres of ground on the Calaveras bottom, and sowed barley, as an experiment, and was surprised to find that he had succeeded in raising about forty bushels to the acre. Mr. Cogswell and Masterson prepared some soil with the same view that year, but did not sow it.

Antelope were plenty; a few deer and bear still might be seen in that section; but from coyotes "may the good Lord deliver us" was the prayer of the man that kept hogs, their pigs making too fine a morsel for these scourges of the frontier.

M. J. Drais settled on his ranch in 1852; it had belonged previously to the Wasleys and A. J. Holmes, who kept the Wisconsin House. They took it up in 1850 and put in their first crop in the fall of 1852, sowing about twenty acres of barley, which averaged twenty-five bushels to the acre. The crop was cut with cradles, and threshed by treading it out with horses; this was the first farming in the vicinity of Farmington, except that by Tullock & Wells.

The first brick building in Douglass Township was erected in 1853, on the Linden road, by Masterson & Cogswell, at an expense of $8,000, and they kept it as a public house. In time it was turned into a barn.

In the winter of 1852–'53 the settlers, who had up to that time been either stock-raisers or hotel-keepers, began to turn their attention to the production of grain, but it was generally confined to the river margins and public roads; and for a long time farming interests in that township were considerably retarded by a decision of the court that the Pico claim was fraudulent. There are now very few large land-holders in the township. The late Mr. Grupe was the largest, having 1,300 acres in the northern part. Near Farmington there are three or four large land-holders.

The principal industry in this part of the county is still grain-raising. The principal exceptions are Harrison's and Sanderson's orchards, fifty acres each; on the Mormon slough toward Hunter's ranch, sixty acres were planted to trees in 1887, and forty acres more in 1889. The average cost of raising wheat is $6 an acre, from plowing to hauling to market, while the yield is eighteen to twenty bushels to the acre.

Gold mining used to be prosecuted in nearly all the gulches near Harrold's, in the eastern part of the county, but it ceased in 1860. During the same autumn, Winneke's store, a half mile below the tavern, on the Lone Tree road, was robbed, and the man who was in charge of the store was killed.

Bellota is a postoffice at a country store, about eighteen miles from Stockton, on the Mokelumne Hill road. A Mr. Latimer first owned the store before the postoffice was established there, which was in 1872. Mr. Parker was postmaster in 1873, and until March 26, 1883, when Mr. Chase bought him out, and since then the latter has been proprietor of the store and postmaster.

The road was made through here in 1862, as a part of the new Mokelumne Hill road; the old one turned to the right just below what is now known as the Milton road. On the latter, a mile and a half from Bellota, there was once a store known as Frank Medina's.

Peters is a post and express office at the junction of the Stockton & Copperopolis division of the Southern Pacific Railroad, fifteen miles east of Stockton.

The most exciting event that has ever occurred in Douglass Township was the murder of five persons near the Calaveras, two miles east of Bellota, on the Mokelumne Hill road. The victims—two Italians, two Mexicans and a negro—were led out from a store into a gulch and shot for their money, but they obtained very little, as one of them (Medina) had a short time before loaned the $1,500 that he had. After a long time three men were arrested and tried for the crime; one died in jail, and the others by some means escaped punishment. Immediately after the crime was committed, a vigilance committee was organized in the neighborhood, to assist officers in the arrest of criminals.

ELKHORN TOWNSHIP.

Elkhorn township originally included within its area the township of Union and a portion of Liberty, Elliott and O'Neill, and was bounded as follows: Commencing at the mouth of Twelve-Mile slough, on the San Joaquin; thence westerly, along the San Joaquin, to the mouth of the south fork of the Mokelumne river; thence north, along said river, to its intersection with the main river; thence up the Mokelumne, to the mouth of Dry creek; thence up Dry creek to Fugett's ranch in section 35, township 5 north, range 6 east. From this point the line runs in a southeasterly course, through Benedict's Ferry, to the farm owned by Heath & Boody, in Elliott Township, in section 26, township 3 north, range 7; from this point in an irregular line southwesterly to the mouth of Twelve-Mile slough, on the San Joaquin river, the south line running parallel with, and two miles from, the Calaveras river. These boundaries were established August 15, 1853, at which time Elkhorn and Elliott were formed into School District No. 1.

The first organization of the county into judicial townships had been made on the fifth of the same month, at which time the Calaveras river was named as the south boundary of both Elkhorn and Elliott townships. February 17, 1854, the boundary lines of the various townships in the county were again adjusted, and those of Elkhorn were: on the south by O'Neil, as it now is; on the west by the county line; north by Dry creek, and the east line was one mile west of the present east line. May 7, 1861, the Board of Supervisors segregated a portion of Elkhorn, and gave the name of Union Township to the segregated part. June 5th of the same year the township was still further reduced, a part of her area being taken out, from which to form the township of Liberty, a portion of Elliott being used for the same purpose.

August 6, 1864, a portion of Liberty, lying along the river, was returned to Elkhorn; but on the 6th of August, 1872, Liberty regained it, and Elkhorn was still further a loser, there being, on the same day, five and one-half sections taken from her west boundary and added to Union. In 1873, May 6, she began to re-acquire some of her lost domain, and extended her line one mile east, into Elliott; and now is bounded on the north by the Mokelumne river; on the east by Elliott; on the south by O'Neil; and west by Union townships.

The dividing line between Elkhorn and O'Neil begins at the southwest corner of section 36, township 3 north, range 5 east; running thence east to the southeast corner of section 33, township

3 north, range 7. The line of division between Elliott and Elkhorn commences at the southeast corner of section 33, township 3 north, range 7 east; running from thence due north to the Mokelumne river, which is the dividing line between Elkhorn and Liberty. Union and Elkhorn are divided by a section line commencing at the southwest corner of section 36, township 3 north range 5 east; running thence due north to the Congressional township line; thence east to its east line; thence north to the Mokelumne river.

Andres Pico claimed about half this township under an alleged grant, purporting to have been given June 6, 1846, by his uncle, Pio Pico, who at that time was Governor of California. It was thus bounded: Commencing at the northwest corner of the Weber grant, running thence northerly along the line of segregation of swamp and overflowed lands to the middle of the north line of southeast quarter of section 3, township 3 north, range 5 east; thence east on said line to line between sections 6 and 5, in range 6 east; thence south to northwest corner of section 17, same range; thence around said section, on the north and east, to the southeast corner thereof; thence west, on section line, to the northeast corner of section 23 north, range 7 east; thence south to Calaveras river; thence along said river westerly to the place of intersection of Weber grant; thence along said grant to place of beginning. See Chapter VII.

In the fall of 1850, in September, J. P Sargent and Geo. W. Emerson came to the county and settled at the place now called Woodbridge. In October of the same year, Jacob Brack came to the same place. The other Sargent brother came soon after, and settled there for a time. These gentlemen were the first settlers on the Mokelumne river below Staples' Ferry. Two other brothers, by the name of Elbert and Henry Chandler, settled below Woodbridge in 1850.

Above Woodbridge, on the river, came, in 1850, M. Webb, A. McQueen and James Tallmadge and Mr. Waddles, settlers, on the farm owned by T. A. Ayres, near Lodi, in 1850, but returned to the States in the spring of 1851. J. C. White settled, in 1850, on the Elkhorn ranch, from which the township takes its name.

T. and N. Baker came to Elkhorn in the fall or winter of 1851; they sowed fifty acres of barley. They lived south of and near the present Fiske farm. In the fall of 1852, Thos. Baker left the county and afterward laid out the town of Bakersfield, in Kern county. He is now dead; his brother remained a few years longer, and then removed to Tulare county. In 1852, L. Villinger, Ezra Fiske and Wm. Northrop became residents of Elkhorn. The former is now dead; the latter moved to San Francisco; and Ezra Fiske still occupies the farm where he settled in 1852.

J. H. Woods and A. McQueen bought the Woodbridge ranch from the Sargents, in 1852, and that year established Woods' Ferry, and procured the laying out of a road from Stockton, by way of the ferry, to Sacramento. The stages that ran between these places had, before this, gone by the way of Staples' Ferry; but, after the establishment of the new route, adopted it, in 1854, as their regular line of travel.

Wm. McKee Carson, in 1852, imported from the States a threshing-machine and a McCormick reaper, the first that reached the San Joaquin valley. The thresher was equal to about 500 bushels per day, but it did not separate the grain from the chaff; this had to be done by a hand mill. It was an endless-chain tread machine, and would be a curiosity now.

The Sargent Brothers sent to the States in 1852 for a threshing-machine, which arrived, and was used in 1853, Mr. Emerson running the same at a salary of $7 per day. They charged 16 cents per bushel for threshing bound grain, and 18 cents per bushel when it was loose; even at these rates money was lost in the operation. Mr. Sargent, in that year, had 160 acres of barley. Mr. Tam and William Prey each cut about 100 acres of grain. These were the largest fields, that year, in this part of the country, and, although large prices were paid for threshing, there was but little in a place,

and few places; resulting in pecuniary loss to to the thresher.

In the fall of 1852 the country between the Mokelumne and Calaveras rivers began to be settled up. The prices for any kind of grain had reached fabulous amounts in the mines, in the early spring of 1852, because of the flood of the previous winter, cutting them off from their base of supplies, which caused an immense effort to be put forth to raise the staple products, to be prepared for another expected recurrence of a starvation demand. From year to year the product became greater, with the increased facilities and augmented population, until, in 1856, wheat would not bring over seventy-five cents per hundred, and barley one and one-half cents per pound.

Mr. Emerson sold to Sperry & Burkett wheat for 75 cents per hundred, after first offering to give it to them, and, if it did not make good flour, to pay them for milling and take it away. The millers believed that imported wheat was the only article that would do; but, after trying this lot, found that it would yield some two pounds more of flour to the bushel of wheat than the same weight of Sonora or the lower counties, and was a better quality of flour. In 1867 San Joaquin County took the premium at the World's Fair, in Paris, for the best wheat exhibited at that exposition. It was sent by J. D. Peters, of Stockton.

The first school in the county north of Stockton was taught by Miss Walker, in a private house, twelve feet by eighteen, owned by J. A. Warmouth; the land and house are now owned by Ezra Fiske. In the spring of 1855 a schoolhouse was built on land claimed by J. C. Caldwell, the place since owned by Fred. Copsey. About the same time another school building was erected in the vicinity of Woodbridge.

In 1855 or 1856 the grasshoppers visited the township; they destroyed every green thing within their reach, except the tomato, even taking the bark from the fruit trees. They came too late to injure the crops, and have not made their appearance since in Elkhorn, in quantities sufficient to do damage. In 1864 the army worm visited this region, utterly defoliating some vineyards, but they have not since made a second visit in sufficient numbers to do perceptible harm.

Three miles south of Lodi the Calaveras Baptist church was organized in the early days, when services were held at the residence of Mr. Cobb, conducted by Rev. Thomas Atwood. The first officers were Henry Wallace, Clerk; Charles Cobb and Mr. Flood, Deacons. In 1862 the society erected a house of worship, costing $1,685. Rev. Atwood was succeeded by J. S. Buckner, A. H. Guernsey, J. T. Huff, A. Renfrew, S. S. Harris, S. C. Price, T. W. Spanswick, J. S. Jessie, etc.

ELLIOTT.

The original form of Elliott Township was very different from what it is at present. Some three years after the original organization of the county the Board of Supervisors divided it into townships, at which time the south line of Elliott was the Calaveras river; ten days afterward a change was made, and Elliott's south line became an imaginary one, running parallel with and two miles north of the Calaveras river. The southwest corner of the township was on the northeast one-fourth of section 26, township 3 north, range 7 east; thence the line ran in a northwesterly direction to Benedict's Ferry; from Benedict's Ferry directly to Scott's Ferry on Dry creek, near where the railroad now crosses; thence easterly along Dry creek to the northeast corner of the county; thence along the east line of the county to the place of beginning.

On February 17, 1859, the township lines were changed as follows: commencing at the east line of the county, on a line between section 24 and 25, township 3 north, range 9 east, thence directly west, to the northwest corner of section 28, township 3 north, range 7 east; thence directly north to Dry creek; thence along Dry creek to northeast corner of county; thence south along the line of county to the place of beginning.

In 1861 Liberty Township was formed, taking from Elliott the strip one mile wide, extending from the Mokelumne to Dry creek. In 1864, August 26, a further change was made, in which Elliott gained eight sections, namely, 25, 26, 27, 28, 33, 34, 35 and 36, in township 3 north, range 7 east. There have been several other slight changes between Liberty and Elliott townships. May 6, 1873, a one-mile strip on her west border was added to Elkhorn township, it being the northeast township of the county.

The first settlement of the Mokelumne river was made by Thomas Pyle with his family, in November, 1846; he abandoned the same and was succeeded by one Smith in 1847, who petitioned the Mexican government for permission to establish a colony, with a grant of four square leagues of land, extending two leagues east and two leagues west, of what became known as Staples' Ferry, where the trail between Sacramento and Stockton crossed the Mokelumne.

Smith transferred his claim to one McKinstry, who in 1848 sold to John W. Laird and John F. Pyle. Pyle moved to Weldon, in Kern County. J. W. Laird with his family occupied the place seven months, when, in 1849, he transferred his rights to Staples, Weston & Co., and moved to Stanislaus, where he died in May, 1878. In February, 1850, the firm name was Staples, Nichols & Co., and the place was known as Staples' Ferry. The following persons settled there in 1849, viz.: D. J. Staples, J. F. Staples, W. H. Nichols, Mr. Weston, M. J. Ayres, D. Esterbrook, P. A. Haynes, Robert Coffey and George Thomason. Thomason died in 1874. James Talmadge and family located on the south bank of the Mokelumne, and C. L. Benedict on the north bank, about five miles below Staples. Benedict died in Central America in 1871.

Dr. Elliott, after whom Elliott Township is named, settled the same year on what has since been known as the Athearn and Poppe place. At that time, and as late as 1850, settlers generally claimed as a preëmption 640 acres, after the Government grants in Oregon. In 1850, John Shelton, Leatherman and Christian settled on the the river, nearly opposite to Staples. Christian Megerle and family, Nathaniel Peck and family, and John Stryker settled on the Ranchiera bottom, about three miles east of Staples. Stryker died in 1852. C. Megerle's family of seven children consisted of C. H. (died in 1851), Caroline S. E., Henry J. (killed by an Indian in 1856), Ernest P., Louis J. (died 1872), Philip L. and Fred C. Frederick and Henry Loring became partners of Dr. Elliott in 1850. A man by the name of Shelters also took up a ranch just east of them. Dan Howard also came on to the river the same year. Marcus Cook, Dr. E. D. Walker and Swarzy settled in the winter of that year.

In December, 1850, a colony from Mississippi Bar, American river, was formed, consisting of G. C. Holman, E. H. Locke, D. J. Locke, Charles Marsack and D. Burton, who purchased of Staples, Nichols & Co., a part of the Smith grant, where they settled. Mrs. D. J. Staples and Mrs. M. J. Ayres arrived January 8, 1851. Mrs. G. C. Holman and two children, Mary E. and George F. W., arrived in October of the same year. James Moore and Mr. Clements took up a ranch on Bear creek, one mile south of Lockeford. Edwin Whipple and Joseph Putnam located the New England ranch. Bernard Poppe, George Boofman, John Fitzgerald, Patrick Murphy, Charles Buttler, Josiah Mansfield, William Simpson and family, William Bramlett and family, B. F. Langford and James Skelton, all settled on the river at difierent points the same year; also Colonel Ira N. Holman and Richard Glen settled on Bear creek near the Calaveras County line.

Bear creek took its name from the large number of grizzlies that made it a feeding ground in acorn time. It is related that in 1851 John Stryker and others on a hunt had killed some deer and hung them in a tree. On going the next morning to bring them to camp the venison had disappeared—evidently had been taken by grizzlies, whose tracks were abundant. They

concluded they would have their revenge, so hanging a quarter of beef in a tree, just at nightfall, they got into another with their rifles and awaited the sport. But the bears came in such numbers, like a drove of cattle, that our Nimrods did not dare to fire, and were obliged to remain on their perch all night. Bears were also numerous on the Mokelumne bottoms, the thick undergrowth of willow and bramble affording a fine shelter. It was not unfrequent for our early rancheros to erect platforms in the larger oaks, and sleep there, to be out of reach of the grizzlies. Vaqueros occasionally lassoed them on the plains. In 1850 and 1851 a hunter, known as "Bear Lewis," captured in the vicinity of Staples' ranch a number in a net trap. Antelope, elk, deer, wildcats, coyotes, etc., were also numerous on the river bottoms and plains. At spawning time, the river was filled with salmon.

The first wagons ran on the trail between Stockton and Sacramento in 1844, on what was known as the Sutter's Fort and San José trail, when the emigrants from the States passed over this route, among them Captain Weber's father-in-law, Mr. Murphy, late of Santa Clara County. In 1846 Captain Charles Imus passed over this trail, on his way out from the States. He afterward settled on the ranch known as the McMullen and Trahern ranch. Imus sold to Scott, and he to McMullen and Trahern.

In the fall of 1850 Staples, Nichols & Co. erected a bridge across the Mokelumne at their place, at a cost of $3,500, probably the first in San Joaquin County. The first passenger across was a grizzly bear. A free passage without questions was accorded this tramp. It is probable that he was too high-toned to ask for anything to eat. A postoffice was established at Staples' Ferry in 1852, D. J. Staples, postmaster. A saw-mill was built the same year, near Benedict's Ferry, left bank of the Mokelumne, by Bramlett & Langford. It was removed to Hodge & Terry's ranch in 1854, Hodge & Terry, proprietors. The following year a flour mill was attached. It was burned in 1856, and rebuilt. Brady & Greene built a saw and flour mill in 1855. It was washed away by the flood of 1862. On the creation of Elliott Township, a voting precinct was established at Staples' in 1852.

There were several parties settled on the Calaveras in 1850; H. H. Thursten, J. H. Dodge, L. S. and M. Hutchinson and Dr. Pierce, all of whom settled in the same vicinity. George Thompson kept a stage station on the ranch owned now by Barnhart. The Hutchinson Brothers were extensive stock dealers at that time; they were the parties that purchased the old Isbel ranch in the spring of 1850, and from them it passed into the hands of J. H. Dodge.

The last elk seen on the Calaveras was in the winter of 1851–'52; and the last antelope in 1855, a stray one that was seen in J. H. Dodge's field. It was late as 1856 before the plains between the Mokelumne and Calaveras began to be settled to any great extent.

LIBERTY.

On the 3d day of June, 1861, Liberty first took a position among its sister townships.

Elkhorn and Elliott extended through to the north line of the county. The supervisors on that date carved out of them a new township, which they christened "Liberty," and gave it the following boundaries: Commencing where the Staples' ferry road to Scott's bridge crosses the section line, two miles north of the township line in township 4 north, range 7 east; thence following said road to Dry creek; thence down said creek to the Mokelumne river; thence up said river to its intersection with the section line, two miles north of the township line, in township 4 north, range 6 east; thence east on said line to place of beginning.

John Schultz was appointed by the board a justice of the peace for the township, and W. A. H. Town received an appointment as constable.

August 19, 1862, a small part of Elliott and Elkhorn, lying on its south border, and north of

the river, became a part of Liberty; but on the 6th of August, 1864, Elkhorn re-acquired from Liberty all lying south of its original south line, and a fraction more on the west corner; but the gain to Elkhorn was short-lived, for in 1872, August 6, the river again became the dividing line between the two townships. In the meantime its east line had been changed to a direct line, north and south, commencing in township 4 north, range 7 east, where the south corner of sections 27 and 28 come together, running thence due north to Dry creek.

Its boundary line is at the present time on the east as last above-described, and its north, west, and south lines are Dry creek and the Mokelumne river.

In the early years of settlement of this county the land which presented the least obstacles to immediate cultivation was the first to be taken, consequently the clay soil along Dry creek, extending through the township, being about one and one-half miles in width, was first located, as it was free from underbrush and had comparatively few trees. The remainder of the county lying south of this to the Mokelumne river was deemed to be of very little account, and the farmers did not begin to settle upon it in earnest until about 1856, when it began to be surmised that there might be an error in the minds of the people in regard to the "Live Oak lands." It has since been demonstrated that it will produce, on an average, about four bushels of wheat to the acre more than the clay soil along Dry creek, that was first settled.

In those early days there was but little thought of agriculture. Stock-raising was the almost universal business of the ranchero. They believed that irrigation was the only sure means of growing grain, and frequent dry years, made the effort, with their meager knowledge of how to farm in such a climate, a discouraging one. Some of the old residents will remember that when Horace Greeley was lecturing on the Pacific slope he told the people of Sacramento "What he knew about farming," and one thing he said was, "Your valleys need cultivation more than irrigation." Though few believed it then, all acknowledge now that the summer-fallowed soil retains the dampness that comes up from below, and makes, in San Joaquin County, a sure crop, whether the season is dry or wet.

The first settlers of this township were Daniel Devall, who took up land about one and one-half miles northwest of Woodbridge in the fall of 1850. He sold out in 1865, and moved to San Benito County, California, where he died in 1870. J. E. Perley settled near Woodbridge, on the north side of the river. He was elected to the State Legislature as representative in 1863, and to the State Senate in 1867.

In 1851 M. Wells settled in the Jack Able's Pocket. The same year Barnes came to the township; also R. Flint.

In 1852 Thomas Farris settled on Dry creek; J. H. Smith in the Live Oaks. J. Wilson settled about one mile from Woodbridge; Judge C. P. Brown near Able's Pocket, and upon his land in 1854 was built the first school-house in the township. There had, previous to the building of that school-house, been a subscription school in the village of Liberty, with an attendance of some eight or ten scholars.

C. C. Fugitt came to the township in the fall of 1852, and became the founder of the now extinct village of Liberty, which gave the township its name.

The small village of Old Liberty dates its commencement from the fall of 1852. It was never a very lively place, having many natural disadvantages to contend with, and, probably, up to the time it was moved, in 1868, there had never been to exceed seventy-five inhabitants in the place at any one time. It owed its location at that point to the fact that a road crossed Dry creek, running from Stockton to Sacramento. This locality had been known previous to that time as Davis' crossing.

There is no plat on file; but from a deed, dated October 26, 1861, the first deed to property in the village, it is evident that a plat of the town was made some time in that year, and

several lots sold; the one above mentioned being conveyed to William Allport for $200, and described as north half of lot No. 9 on west side of Main street in Liberty.

In 1868 the people moved the town one mile south to a new site on the railroad, and the old town lived only in the memory of the past. The cause which led to its removal was a belief, or hope, of the citizens that the railroad company would give them a depot, and inasmuch as the mountain came not to Mahomet, Mahomet moved to the mountain; yet it was of no avail. Galt, in Sacramento County, gained the coveted station, and New Liberty followed in the wake of the storm that had wrecked the old village.

Acampo is a railroad station and postoffice about three miles north of Lodi. The population there is probably about 100.

The following named gentlemen may be considered as the ones who have been the main men in developing the value and fixing the status of Liberty Township: Theodore Tracy, James Nolan, John Welch, P. Jahant, Victor Jahant, N. A. Knight, H. J. Keen, J. Driscol, B. A. Woodson, J. Schomp, W. H. Childs, J. Lower, W. R. Pearson, C. W. Hunting, L. Titus, J. B. Furnish, J. Rattan, W. D. Smithson, H. C. Bell, J. Kenefick, J. J. Emsley, J. Van Volkenberg, J. F. Still, R. Owens, William Presbury, A. J. Woods, R. Hickman, W. M. Oliver, M. Peters, S. H. Pleas, H. G. Emmerson, Dr. B. F. Slater, J. F. McCowley, J. S. Thursten, Dr. Ray, E. W. S. Woods and John M. Woods.

TULARE

Township, the largest in the county, and in the southwestern part, was for a long time deemed of little value except as a "happy hunting-ground." In 1856 Hiram Hamilton and several others passed from the Mountain House, by way of Grayson, to Kern County, finding a forty-mile section of the road without a house, and antelope in droves of several hundred; and they were so tame that they would mix up promiscuously with the teams as they moved along. Game was abundant until 1864, when the drouth completed the work of extermination that the hunters and settlers had commenced. A few antelope, however, were found as late as 1870. There were also numerous bands of wild horses. To catch these the men would keep them from water for several days, and then permit them to drink to satisfaction, when they would fill themselves so full that they would be easily run down.

An interesting miscellaneous item, by the way, may be mentioned here. A portion of the remains of the hairy mammoth (*Elephas primigenius*) was once discovered in this township, on section 21, township 3 south, and range 6 east, at a depth of fifty-two and a half feet. Some of the hair was still so well preserved and tenacious that a watch-chain made of it stood considerable wear.

The character of the land, etc., in Tulare Township has already been described in chapters I and VIII.

Tulare Township originally included all of the county west and south of the San Joaquin river. August 26, 1864, O'Neil encroached upon its north border, and that line became and has remained until the present a parallel one to the Mount Diablo base line, running two miles north of it; otherwise Tulare's boundaries remain as they were established August 5, 1856.

In the wild times of those early days a tragedy, resulting in an execution, came hand-in-hand with the first effort at a settlement, in what is known as Tulare Township. John Doak and Jacob Bonsell, in November, 1848, came down from the mountains, where they had been mining, and established the Doak and Bonsell Ferry, on the San Joaquin river, a few yards from where the Central Pacific Railroad now crosses that river. A boat to carry something more than a man was necessary; consequently Mr. Doak left his partner at the ferry in command of a yawl, while he went to Corte de Madera creek, near where the penitentiary now stands, in Marin County, for the purpose of building a large boat. Mr. Bonsell was consequently left alone, and received considerable

money in ferrying passengers, as tolls were very high, being $1 for each person set across the stream. It became generally known that money was accumulating, and that Mr. Bonsell was alone; and four men, former acquaintances of his, determined upon robbing him, and were so indiscreet as to mention their intention before leaving the mountains to execute their plan. The consequence was, that their proposed victim was warned of his danger, and when the parties arrived at the ferry they found the object of their attention fully upon his guard.

For days they hung around the neighborhood, watching their opportunity, fearing to attack him except at advantage, as Mr. Bonsell was a powerful man, with a will of iron and nerves of steel. Constant watching and lying out in the willows of a night to get sleep, where he could not be surprised, began to tell on him, and he sent to the mountains for a man by the name of Hiram Brock, to come down and keep him company. Mr. Brock arrived one day previous to the culmination of the event that marks the first tally on the list of murders for money written on the pages of crime committed in the county.

The day succeeding the arrival of Brock, two Germans came from the mountains, where they had been mining, on their way to San Jose; they crossed the river at Bonsell's, and after leaving the ferry some four miles, went into camp at or near the place then known as Four-Mile slough. While they were sitting by their camp-fire, after night had set in, unsuspicious of danger, they were fired upon by two men, and one of the Germans instantly killed; the other, having an arm broken, fell, simulating death so effectually as to deceive the assailants, who proceeded to rob them of what gold-dust they had, some twenty-one pounds, worth nearly $4,000, and then left, supposing that the buzzards would save any unnecessary trouble on their part in burying the victims.

The German who had only been wounded made his way to Livermore, arriving there in the morning, and, after relating the tragedy, accused the man at the ferry (Mr. Bonsell), of having committed the crime. There happened to be a listener to this accusation, by the name of Chauncy, who had crossed the plains with Bonsell's partner, Doak, in 1847, who did not believe that any man whom Mr. Doak would have for a partner could commit a crime. On this general proposition, believing in Doak, and through him, in Bonsell, he decided to act promptly and save an innocent man. Mounting his horse, he "sped" away, down the trail to the ferry, some thirty miles, when he arrived upon his foam-flaked horse, to tell a man to whom he was a stranger, that an accusation of murder and robbery had been laid at his door. Mr. Bonsell, believing he knew who the guilty parties were, mounted Mr. Brock on a fleet horse, and posted him away in hot haste to San Jose, to lay complaint against the parties that had been watching so long a time to get a chance to rob him. Arriving at his destination, Mr. Brock entered the Alcalde's office, and found that official making out the papers for Bonsell's arrest. He proceed to lay the whole matter before this officer, and offered to return with the sheriff and help him arrest the parties he accused as soon as he could get something to eat and feed his horse, which he proceeded to do; and, as he stepped out of the door, saw two men riding down the street, whom he at once recognized as two of the parties he wanted. The sheriff was promptly informed, and the outlaws were arrested while they were tying their horses, and, in reply to a demand for the cause of the arrest, they were informed by the sheriff that it was upon the charge of stealing horses. They were innocent of horse stealing, consequently had no fear of consequences, and never suspected what the real charge was until they were confronted by the man whom they supposed they had murdered, and their two associates who had shared with them the spoils, but refused to join in the murder.

That night the sheriff arrived at Doak & Bonsell's Ferry, and in two days the remaining two were captured. Confronted with one of

their victims, and the confession of their two less guilty comrades, they were convicted and hung at San Jose. The two who had refused to assist in the killing were whipped and turned loose. Thus was baptized in blood the early settlement of Tulare Township, and, in the few first years that followed, it continued worthy of its christening.

When Mr. Doak had completed the ferry-boat at Corte de Madera creek he spread canvas and sailed it across the bay of San Francisco, and up through San Pablo and Suisun bays to the mouth of the San Joaquin river, up which it was towed by sending a small boat ahead with a line, which could be attached to trees upon the banks and the parties on the boat would pull upon the line and thus force the boat up the stream. The trip was made in this way in less than a week. After the boat was in position, the rates of ferriage were $3 for a man and horse, $8 for a wagon, and single persons $1 each. The travel across the river at this time was very great, as it was on the great thoroughfare leading from the mines to the sea coast. Mr. Doak remained at the ferry about a year from the fall of 1848.

During the summer of 1849 Messrs. Doak & Bonsell constructed the first sailing boat ever built on the waters of any of the streams emptying into San Francisco bay. Oak trees were cut alongside the San Joaquin near the ferry, and sawed into lumber by whip saws, and from this lumber the hull of the vessel was constructed. The masts were hauled from Calaveras County, at a point near where San Andreas now is, the two poles that were used for masts costing those gentlemen $600 when delivered at the river. The vessel when completed was of about forty tons' burden, and was used for freighting between San Francisco and Stockton. The schooner was called the San Joaquin, and proved to be a staunch craft and a very good sailer, and plied on the bay of San Francisco for a number of years.

In 1850 E. B. Carroll, H. P. Wright, of Massachusetts, William Breyton, of Brooklyn, New York, and John A. Stockholm, of Orange County, New York, formed a co-partnership, and kept a hotel at the mouth of Corral Hollow. The hotel was a "zinc house," and was used principally for a saloon and eating house.

Wade Hampton settled in Tulare in 1850. John Laird lived in a tent near the zinc house at the mouth of Corral Hollow. Wickland, from whom the village of Wickland took its name, and Henry Bantas, after whom the village of Bantas was named, both came to Tulare Township in that year.

In 1852, L. R. Bradley, afterward Governor of Nevada, the Patterson brothers, Daniel Valentine, James Green and John, William and P. R. Fairchild, Johnson, after whom the ferry is named, Tom Payne, after whom the slough by which he settled was named, Thomas McLaughlin, Robert Marney and Robert Dykeman, who lived with Tom Payne, were all residents of the township.

April 28, 1851, five Mexicans were hung near Bantas by the "Cow Vigilantes" for stealing cattle. One of them, a boy, was innocent! It is a well authenticated fact that two Mexicans were once required to dig a hole in the ground and then were placed in it, shot down and buried in the same! Several other very ugly things are related in Thompson & West's History as having occurred in early day in Tulare Township, but the crimes, lynching and all, were generally committed by non-residents.

In 1849 a hotel was built on the main road to Doak & Bonsell's ferry, about half a mile north of where Bantas now is, at which time the vicinity was thickly covered with timber. A. E. Henry and Dr. Hopkins kept the hotel, and sold to Chamberlain in 1853 or '54, who in turn sold to Bantas.

The Doak & Bonsell ferry, established in November, 1848, passed in 1849 into the hands of Bonsell and Hiram Scott. The former died on his return trip to the States in 1852; his widow afterward married J. A. Shepherd, who ran the ferry several years and then sold it to Captain Moss in 1856. The next was Slocum's ferry,

established in 1849, three miles below Doak & Bonsell. The Fiske (or Durham's) ferry, established by Titus and Manly in 1850, was the third one started on the river in this county, and was at or near the point where San Joaquin City is now located.

San Joaquin City was started in the fall of 1849, and at times hoped to be the head of navigation and the rival of Stockton.

Wickland was commenced on Old river in 1861, a half mile from Mehr's landing place, where vessels floated away the coal taken from the mines in Corral Hollow. When Ellis was established as a railroad station many houses of Wickland were removed to that place, and when in 1879 Tracy was started Ellis in turn moved there.

Bantas is a railroad station between Lathrop and Tracy, about four miles west of the San Joaquin river and on very low ground. Large quantities of grain are shipped at this point.

Bethany is a station on the main line of the railroad seven miles northwest of Tracy.

Burnett is a point three miles west of French Camp.

UNION

Township was created from Elkhorn territory May 7, 1861, and so named in regard to the great Union of States which the people were then called upon to defend, the civil war just then being inaugurated. Twenty-seven days afterward her sister township, Liberty, was named from a similar motive. The boundary lines of the township were established by the Board of Supervisors as follows: Commencing at the north line of O'Neil Township at its intersection with the line between ranges five and six east; thence north on said range line to the Mokelumne river; thence down said river to the county line of San Joaquin; thence following the San Joaquin river to the northwest corner of O'Neil Township; thence following the north line of said township to the place of beginning.

William S. Wasley was appointed justice, and R. S. Snapp constable until the next election.

May 18, 1867, a strip from the east side one mile wide was set off to Elkhorn township, except sections 13, 24, 25 and 36, Township 4 north, range 5 east. A small portion of this strip was taken back again in 1872. April 1, 1878, the State Legislature added Staten (formerly Elk) island to this county, and thereby to Union Township.

Among the early settlers of Union, whose coming to the county dates back to 1850, are found the names of Thomas, Alex. and Henry Moore. They settled in what is known as the Pocket; were cattle dealers, and remained only about six months. One of them now lives in Oakland, and one in San Francisco, and one was murdered at or near Santa Paula, Ventura County, California, in 1877. J. B. Lewis, also a stock-raiser, was of the number. He was murdered on the 4th of July, 1860, by a stranger named Crawford, while sitting at a table in a saloon called the "Snug."

William and Robert Poor lived in a cabin on the farm since owned by J. Kile; the cabin was built by the Moore brothers. George and Liberty Wallace lived at the edge of the tules, near the river, in the fall of 1850, and built a cabin there in the spring. George Wallace, under the firm name of Rood and Wallace, was one of the pioneer brick-makers and builders of Stockton. They manufactured at what was known as the White House brick yard, on the Mariposa road. They sold 1,000,000 brick, at $16 per thousand in the kiln, or $31 in the wall. They received at one time a payment of $5,000 in $50 gold slugs, and Rood gambled it away, losing it all in four bets on faro. Wallace left the county years ago, and returned again a comparatively poor man, in 1878. Rood was drowned by the capsizing of a boat. Schuyler Oldham, a stock-raiser of 1850, returned to Texas in 1865. He was a partner of the Kile Bros.

Thomas Wheeler was among the 1852 comers. Abraham and Joseph Kile were of the year 1850; the latter is still a land proprietor of the township, and lives in Stockton. Abraham was fatally injured by the falling of a horse, from the effects of which he died, October 24, 1854. Jacob

Brack was one of the first to cast his destiny with the township.

John A. Benson, in 1850, bought out A. M. Woods and Edwin Stokes, who claimed the place known as the Burton place, about one mile north of the Benson ferry, as well as the ferry that they had claimed since some time in 1849. Mr. Benson built a house on the south side of the river, in 1852, and employed Green Palmer to run the ferry and occupy the house. This man Palmer shot and killed Benson, February 14, 1859, and afterward poisoned himself to death. The ferry was named after Mr. Benson, and that gentleman, together with G. W. Woods, procured the laying out of a road from Stockton to Sacramento, by the way of the ferry, marking the line ot the road by scattering tin clippings along the route, in the spring or summer of 1852.

A man by the name of Samuel Parker kept a saloon above the ferry, in 1850. J. H. Stanly and Samuel Monday gardened below the ferry in 1851. In 1851 R. C. Sargent moved from Woodbridge to Union Township. In the summer of 1852 he raised twenty acres of barley there, and increased the number of acres to 160 in the following year. He has been twice a member of the State Legislature. Mr. George Jess and M. Baldwin also located there in 1852; the latter was in the Stockton Insane Asylum, until he died, in the fall of 1878. In 1853, J. F. Stayton and family, H. Hawkins and family, and in 1852, William Robinson and family, settled in the township.

Hon. J. Thompson settled with his family in Union, in 1852. He represented the county in the State Legislature in 1861.

In 1856, S. H. Davis commenced running a sloop called the Mary Bowers, up the Mokelumne river. In 1857, he established a lumber yard in Mokelumne City, just above the junction of the Cosumnes and Mokelumne rivers, and built two sloops there. J. Steiny, since city clerk of Stockton, was interested with Mr. Davis in building the first sloop, which was named Ceres. The second one built was called the R. W. Allen, and a fourth was purchased by Mr. Davis, called the Rhode Island; and all were placed on the line between that place and San Francisco, and continued for some three years. In 1860, Mr. G. P. Taison, of San Francisco, purchased the sloop Ceres, and the remaining boats were hauled off. He continued the carrying trade until 1863, when he discontinued it, until 1865. This last named year, he established Taison Landing, on Beaver slough, and started a store on Thompson's land; but in eighteen months abandoned the enterprise.

Mr. Taison said, of the flood of 1862, that he had some freight on his sloop Ceres for Doctor Bentley, of Woodbridge, and lumber for Mr. Brack, to deliver; that in doing so he ran the sloop up to the ranch of Mr. Brack, and anchored her under the telegraph wire, in ten feet of water. Upon his arrival in the vicinity of Mr. Brack's residence, he found him living with his family and some of the neighbors, in the upper story of the house, where they used the gable-window for a door and signal station. He took them from their water-bound castle, with a view of placing them on land, but found no place where he could land, and they were obliged to return to their house. Mr. Taison cast loose, and made for deeper water three days after, because of the rapid receding of the overflow. He said that while he was anchored there, water froze to the bows of his sloop, in quantity never before nor since witnessed by him in this county.

Mr. Brack's horses were standing in the stables in water, from which they could not be removed until the water went down; when removed they were minus manes and tails, which, in their hunger, they had eaten one from the other; in that famished condition, they were put to a stack of hay (which was on a little knoll, thus having been saved from the water), where they ate all they could; in a short time after they died from the effects of the exposure, starving and feasting all combined. Mr. Brack could sit in his window and see the work of the beavers, that were cutting his fruit trees down, working beneath the water; after their work was

done, they would climb upon some elevated position to take observations, when the owner of the orchard would take summary vengeance, with his rifle, for the damage they had done. While sitting there one day the roof of a house came floating by, and on it a number of shanghais and guinea hens; he thought to make a capture of this floating wealth, and launched his craft (three boards fastened together) in pursuit, and, overhauling the voyagers, chained the roof to a tree; but that night the wind arose, the tide came, and the roof broke loose from its mooring, and left Mr. Brack without a start in the poultry business.

Mokelumne City was laid waste by this flood. It had commenced to assume some importance as a town or village. Before the waters came they had three stores, one saloon, a blacksmith shop, two hotels, a warehouse, 24 x 40 feet, and a number of other buildings; and 172 votes were polled there. But in one night the wind and waves beat fourteen buildings to pieces, and carried them away, there being some eight feet of water standing on the town site; when the waters had subsided there were but the buildings left standing. It has never recovered from the blow.

Nearly the whole of the township has been classed as "swamp" or "overflowed" land, there being within its limits, including Staten island, about 73,497 acres of that class, leaving only 8,009 acres of upland, making a total of 81,506 acres in the township. But a large amount of the so-called "overflowed" land is only occasionally under water. A large proportion of the land has been partially reclaimed, entirely, so far as being leveed against high tides and ordinary freshets.

R. C. Sargent, the pioneer swamp-land reclaimer of the county, commenced throwing up dykes as early as 1852, in what is now Union Township. But little attention was paid to it, however, until 1861, when Swamp Land District No. 2 was organized, embracing the part of Union swamp land north of Sycamore slough, with G. C. Holman as engineer. In 1854 Staten island was organized into District No. 3, with Mr. Holman as engineer. In 1864 reclamation was commenced in earnest, and as to further particulars the reader may consult Chapter VIII.

New Hope is a postoffice twenty-four miles from Stockton, on the lower Sacramento road, and Bouldin Island is also a postoffice in the northwestern corner of the county.

MISCELLANEOUS.

CHAPTER XVI.

PUBLIC FREE SCHOOLS.

THE Legislature of 1851 made no provision for raising revenue for the support of schools, except that arising from the sale of school lands; but as none were sold, no school fund or revenue occurred. At this period it was with difficulty that a dozen members could be found who believed that there was any necessity of providing for public schools, and hence no direct appropriation was made for their support during the session. At this time there were in the State upward of 6,000 children. During the session of 1852 the Legislature repealed the school act of October, 1851, and passed a new act differing materially from the former. A provision was also made in the revenue law of that year by which 5 cents of the 30-cent tax imposed on each $100 of property was set aside for the benefit of public schools.

San Francisco and Sacramento at once took the benefit of that act and organized public schools. In the common council of Stockton, October, 1853, Mr. V. M. Peyton, then a member of that body, arose and called attention to the fact that the cities of San Francisco and Sacramento were receiving all the benefits of the school fund, and in an earnest speech urged upon the council some action in the matter. The law required every incorporated city to sustain its public schools three months before receiving State aid. This was an unsolved problem to that young body of city fathers, and the question was asked, How shall we obtain money to establish the school? The young instigator of our public schools was equal to the work he has since so nobly performed, and, placing $50 on the table, it was increased by a like amount until those ten aldermen had given $500 to a most noble cause.

The cloud of doubt being dispelled, the work was carried on to success by Mr. C. W. Phelps and Captain Jordan, who solicited subscriptions from the public. The former being a married man, appealed to the fathers of those who are now practicing law, medicine, engineering, and other branches of industry, for which they have been fitted in the public schools; while Captain Jordan, himself a fair sample, called upon the bachelors to contribute their mite to the support of—not their, but somebody else's—children in school. In this manner $1,000, at a rough estimate, placed the school upon a sound basis. Mr. Peyton having drawn up an ordinance in conformity with his views, it was passed by the council unanimously.

In those times there was no county superintendent of schools, but the law provided that the county assessor should fill that office *ex officio*. Consequently S. A. Hurlbut became the first superintendent of the schools of the county, and made his first report for the year commencing one day after the passage of the city ordinance on the school subject, namely,

from October 31, 1852, to November 15, 1853. But the county had been divided into school districts only three months before the report was made. The order of the Court of Sessions, adopted in August, 1853, divided the county into school districts, as follows: No. 1, Elliott and Elkhorn townships; No. 2, Douglass and O'Neil; No. 3, Emory and Castoria; No. 4, Tulare; and No. 5, Stockton.

From the first annual report of the superintendent, just alluded to, we learn that there were 685 children in the county between five and eighteen years of age; that 256 of these had been attending school; and that the total amount expended for all school purposes was $6,283.75, averaging $24.54 per pupil. There were then six schools in the county—the Elkhorn district, Douglass and O'Neil district, French Camp, the Stockton female school and Stockton male school, the total number of pupils being 256. Of this number the Stockton male school had 151 pupils, and the Stockton female school had sixty-seven pupils. The Stockton female school had two lady teachers; one was paid $150 a month, and the other $100 a month. It will be noticed that the male school had more than double the number of scholars, yet in this school only one teacher was employed. He was a man, and received only $100 a month. The branches taught in the Stockton schools were: Sanders' series of readers, Ray's arithmetic, Smith's grammar, American speaker, history of the United States.

The first school in the county outside of Stockton was kept at a residence three miles from Lodi, a little west of south, and called "Henderson's school."

The present Board of Education for the county consists of J. A. Sollinger, S. D. Waterman, C. M. Ritter and C. L. Neill. George Goodell is the superintendent.

There are now in the county one high school, fifty-one grammar schools, and seventy-seven primary schools. There are eighty-three frame school-houses, and nine of brick, stone or adobe; thirty-four male teachers and ninety-four female, whose monthly wages are respectively $85 and $70, the highest in the State. Eight teachers have certificates from the California State Normal School; three from other State normal schools; twenty-six have life diplomas, and thirty-seven State educational diplomas. Total valuation of school property, $297,084, besides libraries, $15,087, and apparatus, $11,465. Valuation of Stockton school property, $186,189; of school library, $1,712; and of apparatus, $1,730. Number of white children in the county between five and seventeen years of age, 6,143, of which Stockton has 2,679.

MILITARY.

The pioneer military company of Stockton met on the evening of June 11, 1851, under the name of San Joaquin Guard. It was organized by electing Major R. P. Hammond, captain, George Kerr, first lieutenant and James Lynch, second lieutenant. This company was under arms when a band of armed men came to Stockton to demand the person of one Daly whom they had driven off his ranch on the Calaveras. Some time after this, when the State Governor called upon the militia of the State to put an end to some Indian troubles in the south, Major Hammond could drum up only six of the company; and he was so disgusted with the cowardice of the rest that he never again attempted to call the company together.

In January, 1855, the "Anniversary Guards" were organized with a strong board of officers and sallied out on the streets one day in grand style; but their light ever since then has been "hid under a bushel."

In December, 1856, the Stockton Blues were organized as a musical military band, with Richard Condy for their leader and S. A. Booker for their captain. As a military organization it was disbanded at the beginning of the war, on account of disagreement on national issues; but as a musical organization it continued. See page 180.

The Union Guard was organized August 13, 1861, at the city hall, by electing General Con-

nor, captain; C. J. Newcomb, first lieutenant; Sol. Pearsall, second lieutenant, and E. N. Robertson secretary; 146 men signed the roll. The succeeding captains were H. O. Mathews, Sol. Pearsall, J. H. Gilmore and L. E. Lyon, during whose term of office the organization was discontinued July 13, 1866. In August, 1862, the company tendered their services to the General Government; but the authorities deemed it best not to withdraw any military force from California. It was crippled by Democratic legislatures during the war, and when they met to reorganize under the new law, at the date just mentioned, they concluded that the law was unjust and accordingly disbanded.

The Stockton Light Dragoons was organized June 17, 1862, just in time to obtain the only cavalry equipment in the State then available. Officers: O. M. Brown, captain; P. L. Shoaff, first lieutenant; G. Joseph, second lieutenant. On their first parade thirty-six soldierly men turned out. In 1864 Thomas K. Hook became their captain. The new militia law just referred to killed it also, on the same day with the preceding.

The Stockton City Guard was organized May 5, 1864, with N. M. Orr, captain; C. H. Covell, first lieutenant; William Wallace, second lieutenant; and L. E. Yates secretary. They also met July 13, 1866, and reorganized under the new law, electing John Nichols captain.

The Stockton Light Artillery was formed on the evening of September 10, 1864; M. G. Cobb was chosen captain. This gentleman had been captain of the famous Light Artillery Company of Boston, Massachusetts, and was well-known for his legal and military experience. S. W. Sperry was elected first lieutenant, and E. B. Bateman second lieutenant. October 8, 1864, their battery of four six-pounder guns arrived from Sacramento and was stored in Gray's brick building on the levee until an armory could be furnished, a guard being placed over the guns. George Natt's building was soon obtained as an armory and the company became proficient in artillery tactics. This was a brilliant company until a partisan power at Sacramento snuffed them out. They had a valuable library and reading-room, fitted up with pictures and ornaments. All this was afterward accidentally burned, as but little or no care was taken of it after the disbandment. The fire communicated to the room opposite and destroyed a valuable collection of stuffed birds, minerals and shells gathered by Doctors Reid and Holden and C. D. Gibbs during the space of fifteen years. A picture of this company, in a splendid frame, is at Pioneer Hall.

The Stockton Guard, Company A, was organized December 12, 1871, with Eugene Lehe, an excellent disciplinarian, as captain; but there being no public occasion for enthusiasm, the interest of the company gradually died away.

The St. Aloysius Cadets, a company of boys ten to seventeen years of age, were organized in November, 1876, and drilled under the auspices of the Catholic school, and remained faithful to the end of their course of discipline. They had handsome uniforms, etc., which cost altogether over $1,000.

The Stockton Rifle Cadets, boys of similar age, began drill in February, 1877, under the efficient Captain Lehe.

The Emmet Guards, an independent company at first, became about 1884 Company B; Company C, Fresno, was mustered in June 15, 1885; Company D, Modesto, October 29, 1887; Company E, Modesto, November 9, 1887; and Company F, same place, about the middle of February, 1888.

These companies constitute the Sixth Regiment of Infantry, National Guard of California, which was organized February 21, 1888. Eugene Lehe, Colonel; J. J. Nunan, Lieutenant Colonel; Stewart S. Wright, of Fresno, Major. The regiment is attached to the Third Brigade, of which James H. Budd is the General, and Lieutenant Colonel William M. Gibson is Adjutant. The enrolled militia in this brigade are: San Joaquin County, 6,483; Mari-

posa, 478; Tuolumne, 965; Fresno, 5,164, Stanislaus, 809; Calaveras, 1,092; Merced, 976; Mono, 293; Inyo, 491; Kern, 1,002; and Tulare, 2,084.

The Legislature recently abolished the Regimental Signal Corps and established the Brigade Signal Corps, making an appropriation for equipments. In July, 1889, it was attached to the Third Brigade. The officers are: Ben Armington, Major, and Signal officer in command; John Bargmann, Sergeant; J. H. Tam and Marion De Vries, Corporals. The privates are: J. D. Elder, Walter E. Bidwell, Martin O'Donnell, Edward R. Thomson, Thomas W. Hummell, Avery C. White and Paul Edwards. The corps meets every Monday evening for drill.

An amusing anecdote of early day is at our hand, and may be related here, as it is of a military character.

B. Howard Brown, 178 Levee street, on July 4, 1850, brought out his uniform,—of Salem (Massachusetts) City Guards, — put it on a stuffed figure, a silver-gray uniform with silver trimmings, and nailed the figure over the slough or channel, on posts rising above the kitchen of his club-house. During the flood of 1862 he conceived the idea of cutting it from the drift and letting it fall into the channel. It was hauled ashore and covered with a tarpaulin, and this was used as a "sell" on the boarders at the New York House, a little lower down. The boarders were nearly all "sold," and had to treat all hands. They sent for the coroner, Dr. Grattan, but he refused to view the corpse, insisting that they should bring it before him and expose it to view, thus escaping the "sell."

Another old-time jamboree was the "flying man." An adventurer advertised that he would fly off the porch of the Stockton House, which stood where the Masonic Temple now is. After drawing an immense crowd he set free a goose, and the assemblage was so incensed that they threatened to lynch him, but were persuaded to content themselves with ducking him in the channel.

CAPITAL EXECUTIONS IN SAN JOAQUIN COUNTY.

NAME.	DATE OF EXECUTION.
George Baker, *alias* Mickey	May 29, 1851.
Jas. Wilson, *alias* Mountain Jim	Nov. 28, 1851.
Fred. Salkman, *alias* Dutch Fred.	Nov. 28, 1851.
Jose Barelo	June 3, 1853.
Thomas Crawford	Feb. 17, 1860.
William Crossan	Feb. 17, 1860.
Jacob Elyea	May 9, 1860.
Charles Giddings (colored)	May 24, 1861.
John L. Best	Sept. 6, 1870.
John J. Murphy	Ap'l 25, 1873.
Uzzah F. French	J'ne 29, 1886.

French was executed for having killed Peter Wells, his brother-in-law, near Oleta, Amador County. The trial was transferred to this county.

November 12, 1889, at five o'clock in the morning, two miles from Lockeford, occurred an extraordinary instance of double murder and suicide. Orville A. Ross shot and killed his wife and little boy, and then himself, as they were all lying in bed at the house of B. F. Foster. Ross had once been a Congregational minister, but for years had been shiftless and failing to provide for his family, while his wife was endeavoring to support herself and child by industrious habits.

BIOGRAPHICAL SKETCHES.

L. U. SHIPPEE.—No apology is offered here for the introduction into this work of the records of the life-work of prominent men. In a historical volume such as this, containing the annals of San Joaquin County, from the time of the Spanish occupation to the date of writing it is vitally essential to accompany the recital of progress with the history of the men who have had their shoulders constantly at the wheel. Commendation is given only where it is due, that these men may pass into history for what they were and what they did. Mr. Shippee has been to Stockton as the main-spring to a watch, and every one of her citizens should feel a pride in his achievements, which have redounded to their benefit. He came to Stockton a mere boy in years, with no capital save willing hands and an active and determined head. He made his start here, and has ever since used his gains for the advancement of the city, county and State of his adoption. He is a native of Rhode Island, born at a small place about ten miles from Providence. His parents both came of old New England families, their ancestors having settled on the Eastern coast during the seventeenth century. On his father's side, the founders of the family in this county were from England and from the north of Ireland, and had settled on a place on Narragansett bay, opposite Newport, the locality being known to this day as Shippee's Hollow. Their descendants have followed various avocations, but chiefly those of manufacturing, merchandising and farming. His father, L. U. Shippee, Sr., had learned the machinist's trade, and his abilities, mechanical and otherwise, had secured for him such responsible positions as superintendent and manager of large cotton and print mills. His mother, too, was a native of the same neighborhood in Rhode Island, as also had been her father. Her maiden name was Mary Spencer, and her parents, who were Quakers, were of English ancestry, though the family had been nearly as long in this country as the Shippees.

When the subject of this sketch was but eight years old his father died and he was left without the influence of paternal advice during the subsequent years of his growth to manhood. He had, however, learned some of the rudimentary principles of business from his deceased parent, that have stood him in good stead throughout his later career. While a mere child in years, his father one day presented him with what is generally known throughout the Eastern country as a Barlow knife. Boys of that country generally begin to show their self-reliance and the traditional Yankee love of barter by beginning the habit of trading at a very early age, and he was no exception to the rule; so that the knife had soon passed out of his possession, while in its

place he had one considerably inferior. This operation was repeated several times with similar ill-success, when one day he was abashed by a request from his father for the temporary loan of the knife. With head hung down he fumbled through each pocket in turn, yet it was only after repeated encouragement that he at last reluctantly produced the desired article. The father's eyes were greeted with the sight of a dilapidated-looking implement, with one rusty, broken blade. "Why, my son," he said, "is this the knife I gave you only a short time ago?" After the necessary explanations had been made, the kind-hearted father told him not to feel badly; that he would give him another knife, with the advice that when he traded thereafter, whether for a knife or anything else, he should always make it a rule to better his condition. It was not long afterward when the father again had occasion to ask for the knife. This time a very superior article was exultingly produced. "Why, it didn't take near so long to find the knife this time!" said the elder Shippee, who was then made aware that the boy had obtained "boot" on his trade, as well as having a knife in every way superior to that which his father had given him. The lesson thus learned was never forgotten.

L. U. Shippee started to school at an early age, but showed a disposition to get out of the class-room and do something for himself. He was informed that he would either have to attend school regularly or go out and work. This option was given him only as a mild form of persuasion, without a thought of enforcing the latter part of the proposition. That was the portion he accepted, however, and one morning he appeared at Narragansett bay, at the door of the sheriff of the county, a gentleman, who, in addition to performing his official duties, carried on farming, besides having a stone quarry and a butchering business. This gentleman asked the boy (who was then only twelve years old) what he wanted, and he told him that he wished to hire out to do chores. The gentleman was acquainted with his family, and knew that he had not been sent by them to ask for such a job, even if he had their consent, yet could not help yielding to the lad's importunities for a chance to work. He was engaged for seven months at $5 a month, and informed that he would have to do just as the other employés did. Among the duties assigned to him was that of hitching up several yoke of oxen to go to the quarry and haul stone. Any man who has performed that labor throughout the various seasons knows what it would be for a mere lad to execute such work. When the damp weather had warped the heavy bows out of shape, it would require a herculean effort on the part of the little fellow to make the ends fit in the yoke, and he sometimes spent half an hour at the job; yet he never once gave up the task until it was accomplished, or even asked for assistance. These characteristics were quietly observed by his employer, who said nothing, but invented many such jobs for him, to try his mettle. One dark and stormy night at about two o'clock, he awoke the boy from his slumbers and told him to go out about half a mile from the village, catch a certain horse and bring him in. This was accomplished, though the night was intensely dark, to the surprise of the man, who must have felt ashamed of inventing such a test for his young charge. The seven months' contract was fully carried out and the $35 counted out to the proud boy, who quickly wended his way home and exhibited his earnings to his family. None of them had thought that he would stay more than four or five days at the job. He had made a reputation for a worker, however, and the next season his services were in demand at $7 a month. In after years, when he had made a start in California and returned to visit the scenes of his boyhood, one of the first to look him up was his old employer, who walked with outstretched hands and said, "I want to shake hands with the grittiest boy I ever saw."

As his father had learned the machinist's trade it was decided that he should do the same, and he was started in at that occupation

with a Quaker named Pierce Peck, at Anthony, Rhode Island, his birthplace. With him he remained two and one-half years, then went up into Connecticut, doing repair work in mills, such as changing looms to new styles, etc. This occupation did not by any means satisfy his ambition, as it only gave employment to his hands, while requiring but little headwork, and it grew distasteful to him. He was soon given an opportunity to make a change. His father had accumulated considerable wealth during his lifetime, and had bought a farm for each one of his eight children, the subject of this sketch being the fifth in order of age. It was customary to rent out all of these farms except the one occupied by the family, the children not taking possession in severalty until the youngest became of age. Any farm that remained unrented would be taken by one of the boys to manage for the family. In this way our subject got his opportunity to give up the machinist's trade and turn farmer again. He took care of the place, bought and sold stock, etc., and had been thus employed for about a year and a half when he decided to try his fortunes in California. Going to New York in the early part of 1856, he took passage on the old steamer Illinois for Panama, and, crossing the Isthmus, resumed his sea journey on the steamer Sonora, landing at San Francisco in March. He proceeded to the mines of Tuolumne County, but finding the diggings pretty well developed and chances not so bright as anticipated, he set out on his return to San Francisco. At Stockton he met an acquaintance and decided to remain. He had about $1,500, with which he decided to go into business, and did so, in partnership with another. Through no fault of his, the venture proved unprofitable and he closed out after one year's experience and obtained employment as a clerk with Schofield & Houche (previously Bowen & Houche). After he had been with them a year they sold out to Owen & McKee. Meantime his salary had been raised from $60 per month to $80 and expenses. He commenced with the new firm with $100 a month and expenses, and by persistent and early work from early morn till late at night, made himself indispensable to his employers, so that his pay was advanced to expenses and $200 per month. He remained with them three years, and then took one of the members, W. F. McKee, into a new partnership, under the firm name of Shippee & McKee. They started on Main street, a half block north and across the street from the present bank building, but after one season moved across the street east from the bank site, into the first floor of the Odd Fellows' building. Mr. Shippee was a member of the city council at that time, and had got the city to sell the land to the Odd Fellows' Association, and had subscribed money to help in the construction of the building. The firm leased the quarters for five years. Mr. Shippee was for eleven years at the head of that house, and developed its business wonderfully. When they commenced, they bought out a firm which had been doing a business of $50,000 a year. This was increased to $175,000 the first year under his management, and when he severed his connection with the firm these figures had risen to $275,000 per annum.

While this in itself would be considered a very creditable achievement, it was only one of several enterprises conducted by Mr. Shippee at the same time. Shortly after the firm of Shippee, McKee & Co. was organized, they embarked in the sheep business, commencing on land in Tulare County with 3,000 head. In 1877 this number had been increased to 52,000, worth $100,000, located in Tulare, Merced and Fresno counties, but on account of the terrible drouth of that year 22,000 were lost. Besides this, large sums were expended in fruitless efforts to save them, so that it would have been better if the whole number had been given away in the first place. Mr. Shippee is now running about 30,000 head of sheep in Merced County, and has two bands in Butte County, and more in Mariposa County. His landed interests in all the counties named are very large, there being 20,000 acres in Merced County alone. In

Butte County he has a partner, and there carries on farming on a gigantic scale. In 1888 they raised there 100,000 bushels of wheat alone, while the crop of 1889 will be fully as large. His sheep are of the best Spanish and French thoroughbred stock, and high grades. During one year alone, about 1873, he imported $60,000 worth of thoroughbred sheep from Vermont. This, however, is but one branch of his stock interests. In horses he stands among the leaders on the Pacific slope, he, Leland Stanford and S. B. Haggin being the largest owners and breeders of fine horses on this coast. His cattle are also selected from the best stock in the world. None of the great importers and breeders of California have done more toward improving the quality of the stock in any of these lines than has Mr. Shippee, and when all of them are considered, he ranks at the head. This has been done, not as a source of profit, but solely for the purpose of gratifying a natural taste in that direction, and at the same time conducing to a creditable record for California, and his importations amount to nearly $200,000. This large amount is constantly being added to, and each year he imports thousands of dollars' worth of the finest stock.

Mr. Shippee's model ranch, six miles on the Cherokee Lane road, is one of the sights of San Joaquin County, and visitors are well repaid for an inspection by the knowledge there to be gained.

Not the least important of the interests to be recognized in this connection is the well-known financial institution—the Stockton Savings and Loan Society, of which Mr. Shippee was one of the chief promoters, and of which he has been a director since its organization, and president since the death of the former incumbent, Dr. J. M. Kelsey, who was named by him for the position. The bank was organized in August, 1867, on a then original plan. This was, in place of making it a mutual affair, so that depositors would share alike in either profits or losses, to fix a rate of interest on every deposit and pay that whether there were large profits or losses, the depositor thus running no risk. The success of the plan can be judged when it is shown that while but $10 was ever paid on each share of $100, these shares are now worth $200. The capital stock was afterward raised from $250,000 to $500,000, the new shares paying up $45 each, they also being now worth $200 apiece. The stock has regularly paid a dividend of $12 a share since organization, and besides $50,000 have been paid in extra dividends. Another novel feature introduced on the commencement of this bank was that of making interest payable annually. According to the system previously in vogue, parties doing a loaning business and the banks of California generally, had been exacting interest monthly, and in advance, which of course was no accommodation to farmers, who got returns but once a year. It may readily be surmised with what alacrity the farmers availed themselves of the innovation. The bank's standing is impregnable, and it ranks among the leading financial institutions of the Pacific coast, its annual resources amounting to about $3,000,000.

To turn to another feature, it may be stated that about twenty-two years ago there was not a rod of really improved road in San Joaquin County, One day in March, 1867, a man rode into Stockton, and, looking up Mr. Shippee, informed him that a gentleman living six miles out of the city on the Sacramento road was about to sell a farm, and it was desired that he should call out there at once. He started and was three hours making the trip, the horses going down nearly to their bodies at almost every step. On returning to Stockton, a notary public and witness were secured for making the transfer, and another trip was made to the ranch, three hours being again consumed, though they used their utmost efforts. Mr. Shippee at once saw that with such roads the trade of Stockton could not be what it ought to, while the progress of the whole county was retarded. He at once began a move toward remedying such a state of affairs, and proposed a gravel road for the highway he had so lately traveled. When

he mentioned the project to others he was asked if he knew what such a road would cost for a distance of seven miles, and was informed that it would be $40,000. He replied that that was his estimate, but that the amount was small in proportion to the benefits. Some thought the matter would end in talk, but in November of that same year people were traveling over a fine gravel road, which was destined to be but the pioneer for a number of others. Mr. Shippee was the first president of the gravel road company and was re-elected to that office each succeeding year until 1886, when it was turned over to the county as a gift for a free road. While Mr. Shippee was among the projectors and stockholders of every one of the system of gravel roads he never realized a dollar from these investments.

All of the interests thus far mentioned have indeed been important enough in themselves to merit extended attention, but it is questionable if all are not out-classed by yet another. But for the introduction of the combined harvesters now in such extended use throughout that vast granary, the San Joaquin valley, as well as other grain-producing sections of California, it is highly improbable that that industry would now be on anything like a paying basis in this State, much less in a condition to compete in the markets of the world with the grain raisers of the Middle States, of Europe and of India, which were rapidly driving her out of the field, and her grain-farmers into other channels.

Through the introduction of the present machinery California rests secure against all comers. It is not necessary to look backward a greater number of years than can be counted on the fingers of one hand to recall the time when the farmer who had his fields thick with ripened grain, having successfully evaded all risks of growing, was yet at the mercy of the men whom he might or might not be able to secure to harvest the crops. They were all needed at once, and often, having been secured at great labor and expense, would leave their employer in the lurch if the whim struck them. Such was the old condition. Many attempts had been made to construct a combined harvester, always attended with failure, until it got to be a standing joke to speak of a man engaged in the effort to make it go. Thus it was that people who had always looked upon Mr. Shippee as a conservative man—because he had been successful in his ventures—were surprised when, in 1881, it was given out that he had undertaken to make a "go" of the combined harvester. His first move was to interest a few other active men of means and enterprise, and then to assist in holding all in line while skilled labor should have an opportunity to thoroughly test the influence of unlimited capital in reaching the great desideratum. Money was lavished upon the enterprise with an unstinted hand, and in 1885 those who had three years before thought Mr. Shippee had gone on his first wild-goose chase were congratulating him upon the complete success of the undertaking, and themselves for the great benefit they would reap from it. The importance of this boon to California can hardly be estimated, but the gratitude of the State is due the controlling spirit that saved her great grain industry and renewed its vitality. While, before, the harvesting of the crop and preparing it for market was one of the great items of expense, to-day it costs the owner of the machine but seventy-five cents an acre to cut the grain on the stalk and put it through every process until it is tied up in the sack ready for shipment. Further than that, if he has no machine of his own, there are men who have that are glad to do it for him at $1.50 per acre.

What will probably take rank as the greatest undertaking of Mr. Shippee's life, however, as well as one of the most important afforded by the history of California, is yet in an uncompleted state, though the fact of his leadership is sufficient assurance of complete success. This is the great Stanislaus canal enterprise, to which other really vast and much-heralded works of like character on the Pacific coast bear but slight comparison. Even the noted Crocker-Hoffman canal pales alongside it. The idea is not a new

one with Mr. Shippee, although its real magnitude is generally but little understood. When he had seen his dream of the exposition building (hereafter mentioned) a reality, he turned his genuine attention to this new scheme, which was to irrigate an almost desert plain of great extent, and ultimately carry pure water for drinking, domestic and general purposes to Stockton, and even to Oakland and San Francisco. In 1883 he started in with the work, the idea then being to utilize the waters of the Mokelumne river and its basin. When preliminaries were almost finished he found he had been sold out in this plan. He did not allow this unexpected situation to overcome him, however, but soon turned his attention to the Stanislaus river. The first step was the incorporation of a stock company with a capital stock of $1,000.000, that being about the amount required for carrying to a conclusion the present plans. When work was well under way many of those who had apparently entered enthusiastically into the scheme wanted to get out, and even carried their efforts so far as to take legal proceedings with that object in view. Mr. Shippee did not propose, however, to see the magnificent enterprise fall to the ground in any such manner, and the determined and successful fight which he carried on even through the courts of last resort to save the work, brought out his indomitable character in its strongest light. No obstacles now present themselves save those which labor and engineering skill can overcome. With a water ditch and dam, which have been in operation thirty-five years, in its possession to start with, the company have put in two additional dams of the best construction, and are now engaged upon a gigantic one of solid masonry, to be 300 feet across, sixty-six feet high and sixty feet in thickness at its base. The plans include two tunnels of 1,100 feet each, twelve feet high and fourteen feet wide, with a long fall to penetrate the solid cement rock, and at this writing one of these is nearly completed. The canal will have to be extended forty-six miles beyond its present length to carry out the project already undertaken, and then the water will flow in a solid stream 100 feet in width and six feet deep throughout the entire channel with a fall of five feet in the mountains and one foot on the plains. The completion of this work will bring about almost a revolution in the products of the district affected by it. That region is now only susceptible of cultivation for grain, and even that is not a sure crop, being only profitable in wet years. Then, too, Mr. Shippee, with his usual penetration, has foreseen that California must place herself in a position to be independent of the one-crop idea, as her future greatness must come from other sources than grain. The building of the canal will make this land capable of producing almost all semi-tropical fruits, so that as much can be earned from a few acres as is now realized from hundreds, and even thousands, in some cases. Then, as one result, 200,000 acres of land, such as has just been described, will be susceptible of such cultivation as to people a vast community with busy husbandmen and their families, teeming with such products as only California's soil is capable of producing, and which will not have to compete with the whole world. A vast amount will then have been added to the wealth of the golden State, and Stockton, as the center of trade of this new land of abundance, will reap such a reward as to bring down her blessing on the enterprise which has brought about such results. This is no mere dream, but a fact awaiting only its fulfillment, the inevitable logic of the situation.

In 1887 Mr. Shippee was elected Mayor of the City of Stockton, and held that office until June 10, 1889. The great drawback of Stockton had always been her impassable streets, and he gave his particular attention toward remedying that condition of affairs. During the two years that he guided the city's affairs more permanent street improvements were made than during her entire previous history. Mr. Shippee has been a hard-working member and director of the State Agricultural Society for fifteen years, and

for two years its president. He has been president of the San Joaquin County Agricultural Society for the past sixteen years, and his untiring labors have made it what it is. The magnificent Exposition building at Stockton, superior to any similar institution in a city of the size on this continent, is a monument to his faithful work. When pleasantly reproached by Sacramento people for having built their State Exposition building, and then gone to Stockton to beat it, he replies that a man must build two houses to get one right.

Such, in brief, is the merest outline of the life of a central figure in the history of San Joaquin County, and indeed of California. After a rapid review of its main features, such as this, it is certainly an instructive lesson to turn back to that incident of the knife and consider the father's advice which the son has made his motto. And another one which appears equally as prominent throughout the pages of this sketch is, "when you touch anything, improve it."

JOHN GRATTAN, one of the Argonauts of this State, is a native of Albany, New York, born July 4, 1827. When a mere child his parents moved to Pennsylvania, where he was raised. When eighteen years of age he went to New York city, staying there about six months. In the fall of 1846 he made another trip there and entered the office of his brother Christopher, now a prominent citizen of Stockton, at the same time he took up the study of medicine under Prof. J. W. Whitaker, an eminent physician of that city, who started a private institute where a number of eminent physicians gave medical lectures, among whom were Drs. Mott and Sherman, Prof. Childs and others. John Grattan took two courses of lectures in that institute, remaining there about eighteen months, when he abandoned his studies in that direction and gave his attention to other matters. He remained in that city until he came to California. Prior to that, having a natural aptitude for machinery, he was able in a short time to take charge of a stationary engine, which was operating on the Delaware and Hudson Canal Railroad. He was the youngest man on the road who had charge of an engine. March 31, 1849, he left New York city in company with his brother, Dr. Grattan, and his wife, who was the only lady on board the vessel, among some sixty five passengers. The vessel was the Canton and was the property of the company, which was incorporated and known as the Island City Mining and Trading Association, numbering fifty-two persons. They reached San Francisco October 5, same year. They came via the Horn, stopping at a few islands on the way; the voyage on the whole being very pleasant. After disbanding at Stockton, the cargo that was left was divided among the boys, and then eight of them, among whom was our subject, went to work and bought up their share.

Mr. Grattan first gave his attention to speculating in Stockton, which resulted very profitably for him. He has seen his share of mining experiences, although he has done no mining since 1851. He was for a time connected with Dr. Grattan, who has started a private hospital in Stockton, and at one time had the entire charge of 103 cases of small-pox, out of which number only two patients died, which is a most fitting attribute to his skillful manner of handling the disease. In 1855 he turned his attention to farming, buying his present place of 160 acres, situated on the Cherokee Lane road, six miles from Stockton, where he has since made his home.

Politically he has, since 1861, been a staunch Republican, prior to that he had been a Democrat in national politics. In matters of county election he does not believe in adhering strictly to party views, but votes for the man that he thinks or knows to be best. The only public office he ever held was that of Inspector of customs for the Federal Government from 1872 to 1876: when he went into the office it was paying the government $20 a year and when he

went out of the office it was paying its own expenses, which was brought about by the careful attention that he gave it.

Mr. Grattan was married, October 19, 1854, to Sarah J. Davis, a native of Missouri, daughter of Judge Anderson Davis, one of the oldest citizens of this county. Mr. and Mrs. Grattan are the parents of six children, of whom only two are living, a son and a daughter.

During the dry season of 1864, when everything was all dried up, Mr. Grattan, together with C. M. Weber and others, commenced to try to get water from the Calaveras river by making ditches through to his place, obtaining the right of way. The first water was turned on Grattan's place; this was the commencement of the irrigation system in this county. He has ever had the county's best interest at heart, and any move or project proposed or set on foot for the public good has met with his hearty support. He might be called the father of the gravel roads, so prominent a feature in San Joaquin County, he taking the initiatory step toward bringing about this result. He belongs to Morning Star Lodge, No. 68, also to Charity Lodge, No. 6, of Stockton, being Past Noble Grand of this order, and ex-President of the San Joaquin Valley Society of California Pioneers.

ANDREW WOLF.—Among those pioneers of California who have concentrated their efforts in one locality and associated themselves with progressive movements from the early days of the State to the present time, the gentleman whose name heads this sketch stands as a conspicuous and honored example. Mr. Wolf is a native of Ohio, born on the banks of Beaver creek, in Bath Township, Greene County, May 26, 1821. John W. Wolf, his father, was born in Pennsylvania in 1791, and while he was a mere infant his parents removed to Greene County, Ohio, a locality which then abounded with Indians. He grew to manhood there, and when the war with Great Britain came on in 1812 he offered his services in his country's cause and served throughout that struggle until surrendered by Hull. He was married in Ohio and lived in that State until his death, in 1878. His wife was formerly Mary Hawker, a native of Montgomery County, Ohio, whose father and mother came respectively from Pennsylvania and Maryland. She died in 1835.

Andrew Wolf, the subject of this mention, was reared in Greene County, Ohio, where he resided until shortly after his mother's death. He then went to Dayton, and engaged at clerking in the grocery store of an uncle, William Van Cleaf, who had married the youngest sister of our subject's mother. About two years later Mr. Wolf entered the grocery business for himself, in company with a partner, J. R. Coblentz. This firm was dissolved in the fall of 1847, and a short time later Mr. Wolf went to Iowa to visit an uncle by marriage, named Abraham Morgan, who resided in Davis County, on the Des Moines river. He had only intended to make a visit of about two months' duration, but his stay was prolonged to two years. Among those whom he called upon was an old playmate named John Martin, at Bloomington (now Muscatine). While there the latter informed him that he would secure for him a situation with Greene & Stone, general merchants and pork packers. This firm was in need of one man that winter, and engaged Mr. Wolf. The latter then went to see and consult his uncle, and then returned to Bloomington, entering the employ of Greene & Stone. He remained with them from November 1, 1847, until the first of March following, when his engagement closed. Shortly before this date, however, he was one day introduced by Mr. Greene to a gentleman named Alexander Oglebie, who told him that he had been in business and intended to resume, and asked Mr. Wolf what his intentions for the future were. The answer was that he would go home when his employer got through with him, or as soon thereafter as the river opened. After t ating his intentions in regard to the resumption of business, Mr. Oglebie asked Mr. Wolf

what salary he would require to work for him a year, time to commence from the 1st of March. Mr. Wolf replied, "I will place my figures so high that you won't want me," and then named the terms, not dreaming his proposition would be taken up. Mr. Oglebie at once closed the bargain at the figure named, and then Mr. Wolf thought of offering him $100 to release him from the promise. After a second thought, however, he concluded to stick to his word, come what might. His new firm consisted of Oglebie & St. John, the latter being then in Dubuque, Iowa. Mr. Oglebie went to St. Louis to lay in a stock and ship the goods. The river opened about the middle of March, and Mr. Wolf, who had remained at Bloomington, received and unpacked the goods and had them all on the shelf when Mr. Oglebie returned. He continued with the new firm a year, but the tales of the golden wealth of California had impressed him, and he dreamed over them at night. A party was organized for the purpose of making the journey to the new El Dorado, among whom were S. C. Hastings, Dr. Owles, James Buker, Mr. Smith and a Jewish merchant. Mr. Wolf joined them and spoke to two young friends of his in the packing-house, named William Scott and Isaac Heath, about going with him. They replied that they had no means, but would like to make the trip. Mr. Wolf informed them that he would buy the outfit for all three, and they could pay for their share after they had obtained money in California. This proposition was gladly accepted, and preparations were rapidly made. Mr. Wolf bought four pairs of steers, one pair of cows and a mule as the live-stock portion of the equipment, and took them all in safety to the Pacific. After their arrival in California his companions settled up with honor and credit to themselves, and to Mr. Wolf's entire satisfaction. They left Bloomington on the 5th of April, 1849, and set out for St. Joseph, where they crossed the Missouri river May 14. It would have taken them six weeks to get across, however, if they had waited their turn at the ferries; and it was only by good fortune they reached the west side of the river as soon as they did. After booking their train for ferriage, Messrs. Wolf and Richmond mounted horses and set out to look for wild turkeys. Four miles above, to their utter astonishment, they saw the keel of a boat almost completed on a dock, all ready to slide into the water, while at a distance of about 300 yards back in the woods was a little cabin. Mr. Richmond was a carpenter by trade, and it at once occurred to the two companions that here was a chance to get across the river in a short time by the expenditure of a little labor. Riding up to the cabin, Mr. Wolf dismounted and rapped on the door. Hearing nothing but a gurgling voice in response, he rapped again more loudly, and a maudlin voice within called out angrily, "What in hell do you want?" He was informed that they wished to see the proprietor, and the owner of the maudlin voice, a half drunken man, came to the door. Mr. Wolf made inquiries about the boat, and was informed that the proprietor had been deserted by his workmen before the craft had been completed. Mr. Wolf then asked for the privilege of calking and launching the boat; and it was agreed that they should finish the boat and put it in condition for service, in return for which the train of fourteen wagons were to be ferried across without further cost. Mr. Wolf then informed his friend Richmond of the bargain, and the latter at once went back to the ferry and brought up the party. Every man among them who knew anything about a boat was put to work on it on that day (May 11), and on the night of the 13th the boat was launched. During the forenoon of the following day the crossing was made in safety, and all their effects were on the western side of the river. Their rejoicing culminated in a dance, and at nine o'clock all retired for the night.

On awaking in the morning the company learned for the first time that the cholera had attacked one of their number during the night, and that the victim, a man, had died about one o'clock A. M., and was soon thereafter buried!

This was the only death in the party, though for two weeks after crossing the river they were never out of sight of the grim destroyer. One young man became stricken with cholera, but his life was saved.

They chose the route via Fort Laramie and Sublette cut-off, thereby gaining three days on the time made by those who went by Fort Hall. They came into California by way of Truckee, and encamping there over night slept in the cabins which had been built and occupied by the ill-fated Donner party. They launched right out from the cabins, crossing the Sierra Nevadas August 8, and ten days later they drove into Placerville, or "Hangtown," as it was then called. The party disbanded there, and Mr. Wolf and his friends Heath and Scott, and a German in company with some members of an Illinois train, drove down on a little run where they put their cattle out. The German got out his pick, and at once went to work on the flat. He was laughed at by the others, but when he got down twenty or thirty inches he could pick up the gold with his hands, and then the jokes at the German's expense suddenly ceased. Claims were at once staked out by all hands, and every one went to work with a will. On the morning of the fourth day Mr. Wolf quit, having been blinded by poison oak; but on cleaning up found he had $1,500 for his three days' work. He bought a team, hired a driver, and started for Sacramento. On the way his sufferings were unbearable, and he has always believed that if he had not encountered an emigrant train, among the supplies of which was some sugar of lead, he would have died on that trip.

After having spent four days in Sacramento he set out by land for San Francisco, and stopped over night at Stockton, October 15 (1849), and he has been a resident of this vicinity ever since. He at first engaged in freighting, driving a bull team between Stockton and the southern mines. He continued this employment until 1851, when he embarked in the livery business where the present Wolf livery stable now stands. In 1865 he leased out his business and removed his family to a ranch on the Mariposa road, eight miles from Stockton. There he employed 800 acres of land for general ranching purposes until 1875, when he again moved into Stockton, where with his family he has ever since resided, though he still carries on the farm operations at his ranch. The house now occupied by his family, which was constructed in 1886, occupies the site of the one built in 1852 by him. It is a handsome structure, and one of the most completely fitted residences in central California.

Mr. Wolf has passed the chairs in Charity Lodge, No. 6, I. O. O. F., and Parker Encampment, and is the oldest Odd Fellow in Stockton, having joined Buckeye Lodge, No. 47, Dayton, Ohio, in September, 1845. He has taken an active interest in the welfare of the San Joaquin Society of California Pioneers, and has served one term as its president. He is one of the few pioneers who have been identified with Stockton since the days of '49, and it is a high tribute to his character that he has enjoyed the confidence and esteem of his fellow-citizens since the days when the foundations of this great State were laid, and to-day ranks among the most prominent and honored men of San Joaquin County. He has always shown the progressive spirit, and is one of the leading spirits to whom the prosperity of the community has been due.

Mr. Wolf was married in Stockton, August 17, 1852, to Miss Amanda Dwelly, a native of Maine. Her father died when she was a mere child, and she accompanied her mother and stepfather to California in 1850, at which time they located at Stockton. Her mother is yet living, a resident of Elko, Nevada. Mr. and Mrs. Wolf have had four children, of whom one is deceased; this was the eldest daughter, Laura, who died at Elko, Nevada, March 27, 1889. She was the wife of Wellington T. Smith, and was aged thirty-six years, eight months and one day at the time of her death. Reared in Stockton, her birth-place, she had an unusually large circle of friends, and was universally loved and respected by them. Her

death was a sad blow to friends and relatives. The living children are: Frank, who resides on the ranch and has its immediate supervision; George L., who is engaged in the real-estate business in Stockton; and Delia, wife of Dr. J. J. Meigs, of Elko, Nevada.

FRED M. WEST, cashier of that splendid institution, the Stockton Savings and Loan Society, is a native of Taunton, Massachusetts, born May 1, 1839. His parents, William A. and Ann Bradford (Leonard) West, came of old New England families. His father was in the business of copper manufacturing, having works at Norton, which he operated in connection with the Taunton Locomotive Works. For the last twenty years that the large copper cent was coined, he manufactured them for the Government, ready for stamping. He also made the coins of one cent and one-half cent denomination for the Government of Chili.

Fred M. West was reared at Taunton until he had reached the age of fourteen years, and then went into a wholesale milling goods house at Boston, Plymouth, Stephenson & Co., importers, etc. He remained with them until their retirement from business and continued with their successors, Lombard & Brown, for whom he traveled until the outbreak of the Rebellion. When the first call of President Lincoln was issued for 75,000 men, he was one of the first to offer his services in defense of the old flag, and the day after its issue his name was enrolled as a member of the Fourth Battalion of Rifles, which was formed mainly from the old Boston City Guard. The command went into camp at Fort Independence and was there merged into the Thirteenth Massachusetts Volunteer Regiment, and the regiment moved to the front. He served out his term of enlistment, and seeing that his old firm was about to fail, decided to remove at once to California and carried his plan into execution. He chose the Panama route and arrived in San Francisco on the 10th of August, 1861. He proceeded to Stockton and engaged in the nursery business with his brothers, William B. and George. He was thus engaged for about a year, and from that time until 1873 he was employed at clerking. He then went into business at Farmington as a member of the firm of West & Dyke. This firm was dissolved in 1878, Mr. West having been elected treasurer of San Joaquin County, which office he held for two years. He was re-elected for a second term, but shortly after having entered upon it he resigned to accept his present important post with the bank, which he has filled with marked ability.

Mr. West was married in Stockton, October 10, 1867, to Mrs. Elmira F. Hutchinson, a native of Boston. They have one child, namely: Harry L. Mr. West is a Past Master of Morning Star Lodge, F. & A. M.; is a member of Stockton Chapter No. 28, and of Stockton Commandery No. 8, Knights Templar. He is a member of Stockton Lodge, No. 23, A. O. U. W., and of Rawlins Post, G. A. R. Politically he is a Republican.

Mr. West is a hard-working and progressive business man and has a number of interests besides that of banking. He is a secretary of the Stockton Combined Harvester and Agricultural Works, and president of the Minturn Vineyard Company, of Fresno County, which, though but recently incorporated, is one of the oldest institutions of that kind in Fresno County. He takes an active interest in all movements calculated to advance the interests of the county and State.

WILLARD WILLIAM HAYDEN, deceased, of Douglass Township, was born in Waterbury, Connecticut, August 22, 1821, a son of Willard Boyd and Sarah B. (Woodruff) Hayden. The father died at the age of twenty-two of typhus, and Willard W. was brought up by his grandparents, David and Elizabeth (Bishop) Hayden, from the age of fourteen. His uncle, Charles Sylvester Hayden,

born November 14, 1820, and he were ever afterward closely associated, being generally supposed to be brothers. David Hayden, born in Massachusetts, in 1781, learned the trade of goldsmith and was the first, or among the first, to manufacture buttons in this country. He was at one time a member of the firm of Leavensworth, Scoville & Hayden, of Waterbury. In 1829 he moved to Auburn, New York, and there established a rolling mill. In 1831 he went to Illinois and settled on a farm near Carrollton, where he died in 1833. His wife was over ninety-six at her death about ten years ago.

Willard W. was destined by his uncle, David Hayden, Jr., for a military career, and received some special education to prepare him for West Point; but, chafing under the strictness of his uncle's guardianship, he ran away in 1837 and went to Texas. In 1840 he went to New Orleans and thence to St. Louis, where he undertook to learn the foundry business, but soon changed to steamboat engineering, in which he was engaged seven years. December 18, 1848, he started for California on the steamer Falcon, crossed the Isthmus and took the English bark John Richardson to San Francisco, where he arrived May 6, 1849. He went to mining at Angel's Camp in Calaveras County, and in September, 1849, he started a store with his uncle Charles S., who had also arrived in California that summer and first went to mining near Sonora, joining his nephew a little later. He had learned the trade of harness-maker and carried on a shop in St. Louis for three years. In 1844 he sold out and went to New Orleans, where his brother David was surveyor of the port. Through his influence Charles S. was appointed a measurer, January 1, 1845, and held the position until February 15, 1849. The Haydens having started their store, bought mules and oxen to haul their supplies from Stockton, freighting in those days being very high. In the summer of 1851 they closed that business, having meanwhile prospected considerably, and having bought the Pine Tree and Josephine vein in Bear Valley in 1850. With a third partner, Mr. Higginbotham, they formed the firm of Hayden & Co. They paid the discoverer $4,000 and invested $25,000 more in machinery, being about the first to erect a stamp-mill. When the vein was found to be valuable the party of whom they bought, backed by wealthy men of San Francisco, secured an injunction, with the final result of a loss of $80,000 to Hayden & Co. The mine was sold about 1886, for $300,000, and Hayden & Co. would probably have become millionaires had not their prospects been blighted by unprincipled men. The three partners having been ousted, they squatted on land about eight miles east of Stockton, on the Mariposa road.

In 1852 the subject of this sketch got a position in the custom-house of San Francisco, through the influence of his uncle David, then located in that city, who had been in the employ of the Federal Government about twenty-five years. David Hayden died in that city in 1856. W. W. held his place until 1856, when he went to Kern river, which was then the scene of a great gold excitement. He found a good vein, but his backer, who had been badly bitten in a venture, withdrew his support and Mr. Hayden returned to San Francisco. He afterward went to prospecting on Rabbit creek and elsewhere, finding some good veins, but, lacking the necessary capital to work them, he might as well not have found them. In July, 1856, he bought 160 acres in Douglass Township and remained in this county the remainder of his life. About 1863 he sold the 240 acres which he then owned in this township, and bought a quarter-square, corner Washington and Hunter, which he improved and sold in 1866, at a handsome advance. He then engaged in buying and selling real estate as opportunity offered. He died January 20, 1890. He was never married.

Meanwhile Charles S. made a little money in Stockton, in 1852, by moving people in a yawl from the submerged district and then went to work on a ranch at $100 a month; afterward did some teaming, and in 1856 bought the 160 acre ranch

he still occupies in this township, doing but little teaming after that time. He was married in Linden in 1875, to Mrs. Sarah Catharine Sargent.

R. R. REIBENSTEIN, Mayor of the city of Stockton, is a native of Statten, Prussia, born December 10, 1850, his parents being Frank and Amelia (Fisher) Reibenstein. The family came to America in 1852 and in 1854 to California, via Panama, locating in Stockton. The father afterward went into business here, and was so engaged until his death, in 1857.

The subject of this sketch was reared and educated in Stockton. When he was sixteen years of age he commenced the carpenter's trade with Carl Sturke and James Brown, and at the early age of twenty years he embarked in contracting in the building line, on his own account. He has been very successful in his chosen line, and has constructed many buildings, large and small, in the city and surrounding country, mostly private residences. He was married in this city to Miss Amanda Swartz, a native of Indiana. They have one child—Elsa Elizabeth.

Mr. Reibenstein has always taken a very active interest in public affairs, and his sound judgment and excellent business ability have more than once received recognition at the hands of his fellow citizens, who have called him to fill important offices within their gift. In 1873 he was the Democratic candidate for Public Administrator of San Joaquin County, but was defeated. He was elected, however, in 1877, and re-elected at the expiration of his term, retiring from office in 1884. During his last year in that office, he also served as school trustee in Stockton. After this, he was for two terms a member of the city council. In 1889 he was nominated by the Democratic city convention as the candidate of that party for Mayor of Stockton, and was elected on the 22d of May, being the second Democratic Mayor of this city in thirty years. In his administration of the duties of his important office, he gives his personal interest to matters in general and detail, and is a thorough and efficient executive officer. He is a member of Truth Lodge, I. O. O. F., and of Willow Lodge, K. of P.

When the Volunteer Fire Department was in vogue, he was identified with Weber Engineer Company, and was for two years its secretary. He was also secretary of the Board of Delegates, and held the office of president of the fire department. He has been a member of the First Baptist Church since his sixteenth year. He is an able business man and an exceedingly popular official. His administration bids fair, at this writing, to be a red-letter one in the history of improvements for this city, well planned projects for sewering the city and furnishing an inexhaustible supply of water for future growth being brought forward, while street improvements, such as new pavements and sidewalks have been undertaken on a large scale. While so much of a progressive nature has been undertaken, there is no element of extravagance in carrying out the plans, so that the welfare of the city is alone taken into account in these improvements.

W. H. FAIRCHILD, deceased, was born in Pennsylvania in 1819. He was raised on a farm, and emigrated to Illinois at any early age with his widowed mother, his father having died when he was very young. He remained with his mother until her death, her support and comfort in her declining years. In 1846 he started for Oregon, but afterward changed his mind and came to California. They landed in Monterey in 1846, among the earliest settlers in California. Mr. Fairchild engaged in hauling lumber with ox teams, remaining in Monterey until the discovery of gold, when they made their way to Stockton and went to mining. Not being very

successful he gave it up and returned to teaming, which he followed for some time, then started a feed stable in Stockton, running it for about two years, when he rented it and returned East in 1852. In 1853 he purchased stock, sheep and cattle, and drove them across the plains. He continued this for a number of years, and was very successful at the enterprise. He was one of the number who received 160 acres from Captain Weber as a gift, in consequence of their being the oldest settlers in California. He was, by the way, a great friend of Captain Weber's. He afterward purchased more land adjoining his 160 acres. He was one of the most successful farmers in this county.

He was married in 1853 to Miss Annie Gray, a native of Scotland. They have nine children —five boys and four girls—seven of whom are living, viz.: Mrs. M. F. Merrill; W. E., resident of Santa Barbara; Mrs. A. B. Treadwell; C. C.; Mrs. Swain, of Stockton; F. G.; A. B.

Mr. Fairchild died in 1882, at the age of sixty-three years. He is still remembered by his many friends and acquaintances. His wife is still living, and makes her home on the old place, which is situated five miles from Stockton, on the Waterloo road.

LOVEMAN LUMAN RUMRILL, deceased, was born in Vermont, January 13, 1829, a son of John Loveman and Susan (Chittenden) Rumrill, both of New England descent for several generations. The father lived to be eighty-eight, and the mother seventy years. Grendfather Chittenden was a Revolutionary soldier, and lived to an advanced age; grandmother Chittenden's family was long-lived, one brother living to the age of ninety.

Loveman L. Rumrill, the subject of this sketch, received the usual district-school education, and learned the trade of millwright, which was also his father's, and worked in that line for several years in Springfield, Vermont. March 9, 1851, he was there married to Miss Phoebe Diana Eddy, born in that State, December 4, 1829, daughter of Jacob and Sally (Salisbury) Eddy, both deceased at the ages of sixty and fifty years respectively. In 1860 Mr. and Mrs. Rumrill came to California by the Panama route. After a few weeks in Stockton, and about three months in Murphy's, they settled on the Calaveras, spending four years working on a place about two miles north of Waterloo. In 1864 he bought 160 acres, and afterward 200, about ten miles northeast of Stockton, where Mrs. Rumrill still resides, the owner of 360 acres left by Mr. Rumrill at his death. He had bought and sold other lands during his life. The chief products of the home ranch are wheat and barley.

John Loveman Peck, a nephew of Mr. Rumrill, is now employed on Mrs. Rumrill's place. He was born in Vermont, April 21, 1850, a son of Hiram H. and Maria (Rumrill) Peck, both deceased. Grandfather Calvin Peck was over ninety years at his death. J. L. Peck came to California with his uncle in 1869, and lived with him until 1875. He then went into cattle-raising in Lassen County, for five years, and afterward clerked in a store at Hayden Hill seven years. For two years he mined in that district, making only wages; and in 1889 came back to the Rumrill homestead to work on the ranch for Mrs. Rumrill. He was married December 25, 1882, to Miss Ruth A. Anderson, a native of Ohio, born September 23, 1862, of Harmon and Nancy (Cummings) Anderson. She came to California with her widowed mother in 1865. Mr. and Mrs. Peck have one child—Clarence Luman, born September 29, 1883.

JOSEPH F. MOSELEY, present incumbent of the office of Recorder and Auditor of San Joaquin County, is a native of West Virginia, born at Charleston, Kanawha County, on the 20th of August, 1854. His father, John L. Moseley, was born in Bedford County, old Virginia, and was educated at Lee and Wash-



B. F. Langford

ington University in the collegiate and law courses. After his graduation he located at Charleston, where he practiced the profession of law until the time of his death, which occurred just before the outbreak of the civil war.

J. F. Moseley was brought up at Charleston until he reached the age of eight years, when he was sent to old Virginia (after the invasion) to be educated. He attended Emory and Henry College until his seventeenth year, and then returned to his old home at Charleston. There he followed business pursuits until 1873, when he removed to California, arriving on the 8th of May, and at once locating at New Hope. He was interested in farming there until 1886, but for four years previous to that date had had the business management of the Farmers' Business Association. In 1886 he was elected Recorder and Auditor of San Joaquin County, and severed his former business relations upon assuming the duties of his office. Mr. Moseley is a thorough business-like and painstaking public officer, yet genial and obliging to all under all circumstances. These qualities make the efficient and popular official.

He was married to Miss Mary A. Ray, a native of Oregon, reared in this county, and daughter of Samuel Ray. Mr. Moseley is a member of the Woodbridge Lodge, A. F. & A. M., and of the Eastern Star; also of Truth Lodge, Rebekah Degree, and Encampment, I. O. O. F., and of Upchurch Lodge, A. O. U. W.

HON. B. F. LANGFORD.—In recounting the history of the California pioneers who have been associated with San Joaquin County, there are none who appear in a light more prominent or more honorable than the gentleman above named. A few facts of interest in relation to his early life and antecedents introductory to his career in California, will therefore be of interest in this volume. Mr. Langford is a native of Smith County, Tennessee, born about thirty miles from Nashville, on the Cumberland river, December 27, 1829, his parents being William and Mary (Coffey) Langford. The Langfords were of Scotch origin, but were known in this country as one of the old Virginia families. Grandfather John Langford removed from Virginia to Tennessee and implanted the family there, and afterward died in the latter State. The Coffeys, also of Scotch origin, were likewise long established in Virginia, though the mother of our subject was born in Tennessee. B. F. Langford was the third child and only boy of his parents' seven children. He was reared at his native place, and received all the educational advantages possible there. His schooling finished, he entered the employ of the well-known mill-builder and contractor, Ephraim Whitmore, of Maryland, and commenced the trade of millwright with that gentleman, whose business extended over a very wide scope of territory. His first work was in Maryland, and afterward throughout the Western States. It was not long before Mr. Whitford noticed that his new apprentice was going about his work with something more than machine-like plodding, and that his nights were employed in familiarizing himself with the plans of work on hand; and he observed that the boy's knowledge of what was wanted in particular instances often gave him an advantage over old workmen, whose only aim was to plod along in the old grooves in which they had started. The result was that when yet a mere boy in years he was placed in a position of responsibility, and in control of men who had spent many years at the work. He next turned his attention to pattern-making, for which he had a natural talent and became superintendent of a large foundry in St. Louis. Going back to Tennessee, at his father's advice, he started in the foundry business in a small way in Nashville, in partnership with a man named Ament. The building of the Nashville & Chattanooga Railroad gave them an opportunity for advancement which was readily taken advantage of, and from a small shop their place of business grew to be a great establishment with a plant capable of

turning out the largest work which could be demanded of them, and they had a monopoly of the Nashville & Chattanooga's trade.

Among Mr. Langford's intimate friends were H. M. Newhall (who later became so prominent and wealthy in San Francisco) and J. G. Shepherd, editor of the Nashville *Union*, and one of the brightest minds in the South. One of the three received a letter from John C. Fremont, in which he spoke of the fabulous golden wealth of California, where quartz rock would turn out fifty cents' worth of the precious metal per pound. They at once set about making preparations to go to California, Mr. Langford manufacturing in his iron works the necessary machinery for quartz mills, and having the work done by the end of 1849. Early in 1850 they started, making the trip via New Orleans and Panama, and transporting their machinery across the Isthmus on mule-back. On the Pacific side they arrived in time to take a passage with Captain Peck, on the first trip of the steamer "Columbus," and arrived in San Francisco on the 5th of May, 1850. Mr. Langford, on behalf of his own immediate party, and Dr. Harris, on behalf of those whom he represented, went to the mountains of Nevada, Amador, Mariposa and other regions where there were supposed to be prospects for quartz mining. Having reached and examined the cliff quartz district of Mariposa, and being satisfied that prospects for quartz mining were not of the best, they returned to their friends, and it was decided to put their machinery in warehouse and go to the placer mines. Their expensive machinery was stored in a building near the present site of the San Francisco postoffice, until such time as the industry should grow to their preconceived ideas. There it was afterward destroyed in one of the fires which swept that city. Accompanied by a couple of negro boys whom they had brought along from Tennessee, the little party of gold-seekers proceeded to Douglas' Diggings, where they arrived about the 15th of May. They were soon at work, and met with rich success from the start, which continued all the time they remained in that vicinity. In August a party of miners from the Merced river came along, and told of the great wealth to be found there, but which they were unable to garner, having not the funds necessary to accomplish the turning of the river. They had the funds, and concluded to go to the Merced. They did so, turned the river near Horse Shoe Bend, according to program, but found nothing worth trying for after all. After their failure in that enterprise, the party separated, Mr. Shepherd going back to his newspaper at Nashville, Tennessee, and Mr. Newhall going to San Francisco, where he embarked in the auction business, and set about laying the foundation for his future great fortune. Mr. Langford went to Big Oak to continue mining, and met with such success there in that direction, that in October he was able to open a mercantile establishment at Gerota, in partnership with George W. Bracken, with a stock of goods worth $24,000.

Mr. Langford's wounds, received on the 3d of February, 1851, in an encounter with the Indians, caused him to be laid up for five months, and he closed out his mercantile business. In company with Mr. Bracken he settled a ranch in a valley between Horse Shoe Bend and Don Pedro's Bar. They bought horses and cattle, had an extensive range, and kept a public house and store. They also ran teams between their place and Stockton, where they bought goods.

In the fall of 1851, while still retaining his ranch, he and Dr. Harris, with several others, bought out a quartz mine owned by a man named Bostick, at Nashville, on the North Fork of the Cosumnes river, and built a twenty-stamp mill. He was interested in this for about a year. In the fall of 1851 Mr. Langford, his partner Bracken and Addison Beatty located a ranch in San Joaquin County, where the former now resides. Mr. Langford bought out his partners, and when it was surveyed he entered it with State warrants. This land was at that time covered with a dense growth of timber, and shortly after he located on the place he

built a saw-mill on the river about a mile and a half below his present residence, with a view of cutting the timber into lumber and floating it down the river. He operated the mill a couple of years, cutting up the oak timber in the immediate neighborhood, and then, finding it impracticable to float the lumber as planned, he sold the machinery to Judge Terry, and used it in putting up a grist-mill for him at Clements. For this mill Mr. Langford built the first engine ever made in Stockton. He let the contract for building it to Burdsall, of Stockton, but when he came around sixty days later to see what progress had been made, he found it had not been touched, as Burdsall had no workmen who could build an engine. He then took off his own coat, got out the patterns, and superintended the whole job, doing most of the work himself. Their engine is still able to do good work, though built in the pioneer days, and is in McGee's mill, at Clements, which has never used any other power.

After locating on his large San Joaquin ranch, Mr. Langford set about improving it in an intelligent manner, and devoted most of his time to agriculture. He had not, however, lost his taste for mining, and in 1859, when the excitement of the Washoe discoveries in Nevada was in its incipiency, he went to that new camp in company with Louis Sloss, being among the first to locate there. He became interested in Gould & Curry, Choler, Choler-Potosi and Hearst & Meredith mines, and had the foundation laid for immense wealth; but being unfavorably impressed by the apparently wild-cat nature of most of the mining schemes then on foot at Virginia City, he decided to leave, and returned to California. While there, however, he was elected one of the six judges, and was one of those who decided the title to the savage grounds.

In 1863, he went out of sheep raising, in which he had been theretofore heavily engaged, and, going to Mexico, obtained control of some valuable mining interests there. The French invasion under Maximilian, however, so disarranged affairs in our neighboring republic that no enterprise could be successfully prosecuted, and he returned to his home in this county to resume charge of his ranch interests. For a time also, he operated the Canada mine, in Amador County, and still has some very valuable mining property, notably in Arizona.

Though his interests lie in many varied directions his main efforts have been in the direction of agriculture. It was on this account that he associated himself with other men of wealth and enterprise to place the necessary capital at the back of the efforts to make the combined harvester successful. Being one of the large wheat-growers, he experienced much difficulty in securing men when wanted to harvest his large crops, which satisfied him that the machinery in use must be radically improved if wheat-raising was to remain a paying industry. He entered enthusiastically into this task, which was accomplished through the agency of the Stockton Combined Harvester and Agricultural Works, and his thorough knowledge of machines proved a great assistance in producing the final and crowning success. He has been a director of the company since its organization.

In 1887, seeing that this locality must have other farm industry than that of raising wheat, in order to retain its prestige, he commenced giving his attention to fruit-growing; and he has pursued this subject with his usual intelligent tenacity until he now easily takes rank as the foremost man in this county in the encouragement of fruit culture. He induced some of the best fruit men in California to take hold on his land with the result that 2,000 acres are already in the best orchard trees, and all promising splendid success. Besides this, he has himself set out 320 acres of fruit, his orchard being pronounced one of the finest in the county. Its trees are peaches, apricots, prunes and almonds. His efforts in that direction will prove,—in fact, have already done so,—of great value to the community, for which he has heretofore done much. He established

the Bank of Lodi, and is its president. He was also one of the prime movers and principal owners of the San Joaquin & Sierra Nevada Railroad, and still retains his interest in the road, which is now a part of the Southern Pacific system.

Mr. Langford has served four terms in the State Senate of California, having been first elected in 1879, and has made a splendid record in the halls of legislation. He has not tried there to build up a reputation by the common method of the introduction of new measures, having done so only when the interests of the State demanded them. But as a faithful watcher of the people's interests he has been a constant thorn in the side of dishonest schemers and jobbers, who always count on his opposition to their measures. In his fight against monopolies he has not adopted the blind measures of reformers working for reputation. but has consistently held to the middle line of justice between the public and corporations, only attacking when this line has been deviated from. In committees he has been especially active, believing that there is where a man can best represent his constituents. Some of the battles which he has fought in defense of the rights of the people have become matters of State history, among which may be mentioned his leadership of the fight against the brush dam system. Another memorable contest in which his able leadership was well displayed was that in which he opposed the scheme to legalize the claims of those who had appropriated extensive water rights, thus robbing of water those who had a natural claim upon it. Men with vast holdings of desert lands had turned from its natural course the water of important streams, letting it out upon large stretches of sandy plain, while those who had improved small holdings lower down on these water courses, notably along Kern river, were thus deprived of the means of making a living, and despoiled of that which was already theirs. A great lobby fund was behind the course of the land kings; but Senator Langford's strenuous opposition to the scheme was one of the leading reasons for his ultimate defeat.

By securing for the San Joaquin District Agricultural Fair an appropriation of $3,000 per year, he materially assisted in promoting the prospects of that splendid institution. The people have not been unmindful of his efforts in their behalf, and the citizens of San Joaquin have but echoed the wishes of duty-loving people throughout the State by enthusiastically re-electing him to the seat in the Senate which he has honored.

He has taken a very active part in the Grange movement, and by his efforts secured the meeting of the National Grange in California in 1889.

While he has been more intimately associated with San Joaquin County than any other, he still has many interests and considerable property outside of it. Before the city of Fresno was built he went down to that region and located 24,000 acres of public land in that and adjoining counties. To his credit it may be said that he has put to use all his land and assisted largely in developing the country by his direct work and by example. His life, as well as being one replete with interest, has been one of constant work; indeed, so marked has been this characteristic that, although forty years have passed away since he opened a prosperous career in this State, he has never yet found time to visit the old scenes of his boyhood. To-day, having passed through all the trying scenes which have accompanied the progress of this beautiful State from the time it was a mere collection of mining camps until it has reached its present proud position in the bond of the American Union, he is yet in the prime of life, familiar with the State and its men, an active, aggressive man of ripe experience.

He was married in this county, in 1870, to Miss Catharine M. Kane, and has two sons, George and James, who are now being educated. He is a member of Woodbridge Lodge, No. 131, F. & A. M., of Stockton Chapter, No.

28, and of Stockton Commandery, No. 8. He is also associated with the Odd Fellows and Knights of Pythias. He was one of the original incorporators of the Grangers' Union, of Stockton.

CORNELIUS SWAIN, one of the enterprising and successful farmers of San Joaquin County, is a native of Davidson County, Tennessee, where he was born February 17, 1826, a son of John and Mary (Ormes) Swain; the latter a native of Tennessee, her parents being of Pennsylvania Dutch extraction. His father, John Swain, was a native of North Carolina. In 1830, when our subject was about four years of age, the family migrated to Illinois, and located in Jackson County, where Cornelius was raised. He was a schoolmate of John A. Logan, whose parents were near neighbors. In 1850 Mr. Swain moved to Missouri, and located in Westport, which town is now part of Kansas City. In 1851 he was married to Eliza Catharine Davis, who was born in Jackson County, Missouri, daughter of Anderson Davis, who was born in Roan County, North Carolina, December 25, 1801, and is one of the oldest citizens living in San Joaquin County. He is a man who has seen his share of this world's hardships; his whole life, it might be said, has been spent upon the frontier.

Mr. Swain continued to make his home in Missouri until 1853, when he and his family, together with his wife's parents and a few intimate friends, left Missouri April 28, and arrived in Stockton September 28, 1853, after a journey of five months to the day. Mr. Swain located almost immediately on the ranch where he now lives, buying a claim of what was a Spanish grant, and has made his home there ever since. His landed possessions at this time amount to 1,240 acres, and all the improvements that are seen on it to-day were made by Mr. Swain; when he first settled on it there was not even a furrough plowed. The ranch is situated on the Cherokee Lane road, five miles from Stockton. During his residence in the county Mr. Swain has been principally engaged in raising grain, although he has dealt somewhat in stock, mules being his principal favorite in the stock line. His ranch is one of the finest in the county, and the improvements are a valuable acquisition. In business matters Mr. Swain has been very successful; he ranks among our best and most respected citizens. Is a stockholder and director of the San Joaquin Valley Bank.

He has a family of six children, four sons and two daughters. He has been a member of the Masonic fraternity for over twenty odd years, and has taken nearly all the degrees of the order. He belongs to the Morning Star Lodge, No. 68, also the Chapter, both lodges of Stockton.

HEFFERMAN & HEFFERMAN. — This firm, which is doing a large livery business in Stockton, is composed of J. W. Hefferman and T. H. Hefferman, who succeeded the firm of Hefferman & Hersom, which firm began business May 1, 1889. October 12, 1889, W. J. Hersom retired from the firm, and was succeeded by T. H. Hefferman, one of the most popular young men in Stockton. The present firm is composed of energetic young men of business, and they have a reputation for fair dealing and good treatment toward all patrons of their establishment. They carry in the neighborhood of nearly a dozen livery horses and nearly as many vehicles, which are of every kind liable to be required by the patrons of a first-class livery barn. Their success is due in a large measure to their efforts to please their customers.

J. W. Hefferman, of this firm, is a native of San Joaquin County, born ten miles from Stockton, near Waterloo, July 18, 1860, his parents being Patrick and Ellen (Murphy) Hefferman. His father came to California from Boston in 1850, and located at Copperopolis, engaged in the copper mines there. He followed mining about a year, and then, acquiring land, engaged

in ranching, where the subject of this sketch was born. In this he was successful and accumulated a great deal of land. He still follows farming, and after selling off a great deal, still retains 120 acres of land. His wife died in 1886. They had ten children, of whom three are living, viz.: Annie, wife of Daniel Doane, living on the old homestead; Joseph W., the subject of this sketch; and Ellen, at home.

J. W. Hefferman, with whose name this sketch commences, was reared on the home farm, and received his education at the neighboring schools. In October, 1887, he went to San Diego County, and engaged in the dairy business and cattle raising, being thus employed for some ten months. He then came to Stockton, was here married May 30, 1888, to Miss Annie Kelley, a native of Gateshead, England. They have one child, Alice Bernardine. After locating here he followed dealing in horses four or five months, and then embarked in his pres. ent business. Mr. Hefferman is a member of Y. M. I., No. 105, of Stockton, and of the Total Abstinence Society. He takes an active interest in public affairs, and is a Democrat politically.

JAMES WALLACE KERRICK, the present incumbent of the office of Treasurer of San Joaquin County, was born in Kentucky, October 22, 1832, his birthplace being in Jefferson County, twelve miles from Louisville. The family was an old one in Kentucky, his grandfather, Harrison Kerrick, a Revolutionary veteran, having settled in the Blue Grass State when the home had to be protected from the Indians by the settlers' rifles, when Kentucky acquired its title of the "Dark and Bloody Ground." The father of our subject was also born in Jefferson County, and there married his wife, whose maiden name was Rachel McKernan. She was born in Virginia, but her parents moved to Kentucky when she was a mere child. James Kerrick, father of our subject, was a lawyer by profession.

J. W. Kerrick, with whose name this sketch commences, was reared in his native county to the age of seventeen years and received his education there, in Gallatin County, Illinois, in Missouri, and in Arkansas. He traveled considerably throughout the western country, and in the early '50s removed to California. He was one of a party organized at Independence, Missouri, for the purpose of making the long journey across the plains, consisting of 148 men, thirteen women and eleven children, with an outfit of twenty-six wagons. Mr. Kerrick was elected captain of the company. They proceeded from Independence to Fort Kearny on the Platte river, thence to Fort Laramie, thence via Sublette's cut-off, Steamboat Springs and up the Humboldt river, where they left the main route and proceeded into California via Sonora, being the first company to choose that route. They ran out of provisions, and were forced to subsist on their cattle alone for some time. When they got to "Relief Camp," they received a contribution of supplies, which had been made up and sent out to them by the citizens of Sonora and vicinity. They obtained what they required by paying a dollar a pound for it, but the supplies would have been welcome at any price. On arriving at Sonora the train disbanded, and Mr. Kerrick, settling in Tuolumne County, remained four years. He was for a time engaged in hauling lumber from the mountains to the miners on the Tuolumne river, but never received any remuneration for his labors. He located a piece of land fourteen miles this side of Sonora and was for two or three years engaged principally in hay-raising. In 1857 he came to San Joaquin County, of which he has been a resident ever since. Collegeville on the Mariposa road occupies a portion of his ranch. January 17, 1868, he was married to Miss Kate Urell, a native of Iowa. They have seven children living, viz.: John W., who is teaching in Stanislaus County; J. H., who is proprietor of the Stockton Pharmacy; Alice, Delia, Charles, Walter and Evelyn. Two have died, namely: Mollie and Kittie.

Mr. Kerrick has always taken an active part in public affairs, and has held a high place in the councils of the Democratic party. In 1882 to took a trip to the Eastern States, and while in Kentucky received information of his nomination for Assemblyman from this district. He was chosen for that position by the people of the county at the ensuing election, and served with credit during the regular and extra sessions of 1883. He was chairman of the committee on overflowed lands, and a member of those on county government, and agriculture. At the general election of 1888 he was chosen to fill the important position of treasurer of San Jooquin County, and it is conceded by all that the office has never had a more efficient or a more popular incumbent.

Mr. Kerrick is a gentleman of the old school, and the combination of courtesy, dignity and geniality, which distinguish him, have won the esteem and respect of all with whom he has come in contact.

Mr. Kerrick's fine ranch in this county contains 400 acres. He also has condiderable land interests in Butte and Yolo counties.

GENERAL THOMAS EDMUND KETCHUM, a rancher of Douglass Township, was born in New York city, July 8, 1821, in a three-story brick house at the corner of Cedar and Greenwich streets, which was a landmark for many years. His parents were Israel and Alice (Case) Ketchum. Grandfather Ketchum served in the army of the Revolution. His wife lived to be eighty. Uncle Walter Case was a member of the Congress in 1819, representing the Orange County or Newburgh district. Uncle Thomas Ketchum rendered memorable service in the war of 1812 by saving military supplies from the enemy at Sackett's Harbor. Grandfather Case was a Presbyterian minister of Pleasant Valley, Dutchess County, New York. His wife was a De Ruyter heiress. The father of General Ketchum was a resident of New York for fifty years and a flour merchant there for many years. He died in 1858, aged eighty-four; the mother died young.

Thomas E. was educated chiefly in private schools and in early manhood helped in his father's business. He received a position in the United States Treasury toward the close of Tyler's administration in 1844, and when definitely ascertained that Polk was elected he was discharged. He was also mail agent between New York and Boston for a time. In 1846 he was employed as chemist, surveyor and subagent for a mining company in the copper mines on Lake Superior. He left New York on the Sweden, September 18, 1847, as Second Lieutenant in command of the second detachment of recruits numbering ninety-eight men for Colonel Stevenson's regiment, arriving at Monterey, February 22, 1848. They reached La Paz by the barque Isabella on March 15. When Captain Turner left Rio Janeiro for New York, the command devolved on Lieutenant Matzell, and upon the latter going from La Paz to Mazatlan, the command devolved upon Lieutenant Ketchum. At the battle of Todos Santos he was in command of the reserve which did effective service under direction of Colonel Burton, in deciding the fortune of the day. He remained in command of his company until they were rejoined by Lieutenant Matzell at Monterey, where they were mustered out October 22, 1848. Upon his discharge Mr. Ketchum went to the mines in Tuolumne County, arriving December 1, and was fairly successful as a miner that winter. In the spring of 1849, in partnership with his friend, George A. Pendleton, he started a store at Jamestown in that county and carried it on until 1853, when Mr. Ketchum sold out his interest. Meanwhile he had become owner of the ranch where he still lives, about ten miles east of Stockton, and he went to farming.

After the breaking out of the civil war, he enrolled a company, beginning September 15, 1861, and completing it in six weeks, and became senior Captain of the Third Infantry Cal-

ifornia Volunteers, serving over three years. Receiving orders to relieve the regulars at Fort Humboldt, he was engaged in subduing the hostile Indians in that section, and killed and captured over fifty of them between October 30, 1861, and August, 1862. The flag afterward presented by the citizens of Humboldt County, to the company in recognition of their services is now at the Grangers' Union in Stockton.

With nothing left but his ranch he resumed farming, and was honored with a commission as Brigadier General of the State Militia or National Guards. He was married in 1852 to Miss Esther Sedgwick, born in Columbia County, New York, daughter of Thomas and Phimela (Hodge) Sedgwick. The father, a native of England, born near Bolton Abbey, came to America about the age of twenty and settled in the State of New York, where he was married. Grandfather Horace Hodge was a native of Connecticut, and died in Columbia County, New York, aged seventy-five. His wife died in middle age. Mr. and Mrs. Ketchum are the parents of two living children: Frank Everson, born in this township April 22, 1854, who has lived all his life on the ranch except while away at school or college. Spent some time in three of these in Collegeville, in Heald's Business College and under a private tutor at Berkeley. Anna A. Ketchum, born September 24, 1871, was graduated May 29, 1889, from Mills' Seminary, near Oakland.

WILLIAM FREEMAN PRATHER, a rancher of Douglass Township, was born in Randolph County, Missouri, March 25, 1825, a son of Thomas J. and Rebecca (Helman) Prather, both natives of Kentucky, but married in Missouri, whither the families of both had moved. James and Hannah (Turner) Prather, the grandparents of our subject, were among the first settlers of that State, arriving as early as 1819, and both lived to be about 100 years. Great-grandfather Prather was a Scotch emigrant, who came to this country before the Revolution. The father of W. F. Prather was a carpenter by trade and became owner of a farm. He died comparatively young, at the age of fifty, owing probably to an injury received some years before. The mother died in Linden, this township, June 10, 1873, aged sixty-five.

The subject of this sketch was brought up on his father's farm and also learned his father's trade, receiving in youth a fair education, taking into consideration the time and place. In time he became the owner of a farm of 220 acres. He was married, February 8, 1849, in Huntville, Missouri, to Miss Marilda Sanford, born in Howard County, Missouri, February 15, 1827, daughter of Dozier and Hannah (Barnes) Sanford, both natives of Kentucky. Both families are understood to have been American for several generations. Mrs. Sanford died at the home of her daughter, Mrs. Prather, July 4, 1883, aged eighty-nine. J. D. Sanford died April 20, 1835, in Missouri.

Mr. Prather came to California in 1853, leaving Missouri April 22 of that year. He now owns 320 acres of bottom land, yielding seventy-five bushels of barley to the acre; 360 acres of wheat land and a sheep range of 4,000 acres near Bellota. He keeps usually a flock of about 6,000 head, and owns about 1,500 acres in Tuolumne County for their pasturage in summer, besides the free range of some Government land. He also raises horses, mules and cattle for the market. He was engaged largely in cattle raising until the flood of 1862, by which he lost 1,000 head.

Mr. Prather built a new and beautiful home in 1882 at a cost of $6,000, on a small knoll, forming an unusually attractive site for so handsome a structure. Adjoining is a small orchard of various fruit-trees, including a dozen English walnuts, for home use—the whole forming a picture of an ideal home. Mr. and Mrs. Prather are the parents of six children, viz.: Cyrus S., born December 9, 1849, in Randolph County, Missouri, died, unmarried, in San Francisco,

December, 19, 1885; Frances, born in Randolph County, Missouri, April 1, 1853, now Mrs. Joseph Potter, resides with her family one mile east of Linden; Thomas F., born in San Joaquin County, California, September 14, 1855, educated at Santa Rosa College, and now residing with his parents; John D., born in San Joaquin County, December 28, 1863, graduated at the same college after a full course, also residing at home; Medora V., born in 1859, spent two years in the same institution; Reba, born in 1870, is attending school at Linden.

ELIZABETH F. SALMON, manager of a farm in Castoria Township, was born in Grant County, Wisconsin, 1845. Her father came across the plains in 1859, and she left her old home with her mother for California in 1860, coming by water on the vessel Northern Light as far as the Isthmus, and from there on the Sonora; they were three weeks on the voyage. She was married to John Salmon, a native of Wisconsin, born 1836, and died on their ranch in 1882. He was a good provider for his family and left them a ranch containing 400 acres of choice land, well improved, and principally devoted to the raising of grain and stock.

They had six children, three sons and three daughters, namely: Mary A., Edmond C., Arthur H., Everett E., Clara A. and Almeda P.

Mrs. Salmon was a daughter of Edmond and Mary Ann Harelson; the former was born in Kentucky, in 1806, and died in San Joaquin County, in the fall of 1864; the latter was born in Tennessee, October 11, 1818, and is still living in San Joaquin County.

J. T. McKENZIE, farmer of Castoria, was born in Ballard County, Kentucky, in 1836. He left that State when a small boy for Wisconsin, where he remained until 1864, when he came across the plains to California with a train of 100 wagons; when they landed in French Camp there were thirty-five wagons left. Mr. McKenzie lost no time or money in looking about but immediately bought his ranch of 160 acres of choice land, eleven miles from Stockton and four miles from French Camp on the McKenzie road. The road was called by his name as he furnished the land for it. The ranch produces mostly wheat and rye.

He was married in Wisconsin, in 1863, to Miss Lucy Graves, who was born in Warren County, Missouri, in 1840. They have one son, James Henry Clay McKenzie, born September 18, 1870.

DR. SAMUEL N. CROSS.—Among the leading physicians of Stockton must be mentioned the gentleman whose name heads this sketch. He is a native of Lockport, New York, and son of Lester and Abigail (Sloan) Cross. He comes of a family of professional people, his father having been a lawyer and his grandfather and great-grandfather physicians. In 1846 the family of our subject removed to St. Clair, in St. Clair County, Michigan, and thence to Saginaw. There S. N. Cross grew to manhood and was educated. He commenced the study of medicine with Dr. L. E. Cross, of Saginaw, and attended lectures at the Pulte Medical College, graduating there in 1876. He came to this city to commence the practice of his profession, and has ever since remained, being associated with his brother in the firm of L. E. & S. N. Cross. Dr. Cross is a talented and conscientious physician, and enjoys an unusually high position in professional circles and in the esteem of the public.

He was married in Michigan, September 1, 1875, to Miss Eva Ackley, a native of Michigan. They have two children, viz.: Earl G. and La Rue. Dr. Cross is a member of Morning Star Lodge, A. F. & A. M., and of Stockton Chapter and Stockton Commandery. He belongs to Charter Oak Lodge, K. of P., and is

Examining Physician for Stockton Lodge, No. 23, A. O. U. W., and for the local lodge, A. L. of H.

JOSEPH B. MESSICK, a rancher of Douglass Township, was born in Delaware, February 28, 1820, a son of George and Mary (Carey) Messick, both members of the Society of Friends. The mother, a native of Delaware, died young, in 1824, having borne six children. The father, a native of Philadelphia, died in 1838, aged fifty-two.

J. B. Messick received a fair education in his youth and learned the trade of cabinet and wood-turner. Traveling west in the exercise of his craft, he was married in Indiana, May 22, 1842, to Miss Elizabeth Cole, a native of New York, born July 8, 1824, a daughter of Calvin and Lavina (Slocum) Cole, who moved to Shelby County, Indiana, in the spring of 1825. The father died about 1855, aged sixty-two, and the mother, a native of Vermont, died in 1858, aged sixty-nine. Grandmother Prudence (Hard) Cole, of Welsh descent, lived to be eighty-four. The Slocums are American for several generations.

In 1850 J. B. Messick crossed the plains, entering the mines at Ringgold, Placer County, on August 21. He worked a short time for low wages. September 18, with a comrade of his journey across the plains and another partner, he bought a claim, and they had the good fortune to gather in $225 each in five days. Having previously been able to make living wages, they came to Stockton. While Mr. Messick went to work for Andrew Wolf at $200 a month, his partners went to Sonora on a prospecting tour. They concluded to go into the manufacture of miners' tools in Sonora, and Messick bought the lumber and iron on credit. After one month he followed his partners to Sonora City, in November. They bought out the third partner January 17, 1851, and before the close of the month wound up the business. They tried mining again until May, making $5 a day each. Mr. Messick remained in Sonora five years, and was sometimes interested in mining claims, but that was the extent of his personal experience in mining. He then went into the manufacture of "long-toms" and rockers. In 1852 he engaged in the sash, door and blind business, just in time to lose $8,000 by the fire in June of that year. The town was again swept away by fire in November, 1853. Working at various jobs another year, he came down into this township in October, 1855, and took up a quarter section of land. He went into cattle-raising, having at one time 200 head. He also kept a hotel, and his place being on the Camp Seco road, he made money for four or five years, until the travel died down. He has given accommodations to as many as eighteen teams on a single night on this road. He then went into dairying, milking twenty-eight cows, and through all changes did some general farming, which is the only thing which abides with him. His farm is reduced by adverse claims to eighty-five acres, of which three are in orchard, on the bank of the Calaveras.

Mr. and Mrs. Messick are the parents of four living children—Thaddeus Warsaw, born in Indiana, December 2, 1843, now a machinist, living in Calaveras County, has nine children; Lavina Jane, born January 10, 1847, now Mrs. Charles Fagan, of Modesto, the mother of four children; Octavia V., born February 25, 1849, now Mrs. John Gilman, of Lockeford, mother of seven children; and Chester Weed, born December 17, 1850, married to Rachel White, and father of three children.

JOHN REYNOLDS, farmer of Castoria Township, was born in Nicholas County, Kentucky, June 27, 1817. In November, 1844, he went to Wisconsin, and engaged in bricklaying until the year 1853, when he started across the plains for California, with a party of forty-four; he did not start with the party, but

one month later, overtaking them at Emigrant Springs. They landed at Hangtown September 10, 1853. He went on to Stockton, where he helped in laying the bricks in the court-house, commanding $9 a day and paying the same amount a week for board; he remained there five weeks, then came to this county and built his brother-in-law's brick residence. He then went to the mines in El Dorado County, where he mined two years. He left with about the same amount of money that he had when he went to work. He lost $1,000 in the Adams' Express. Afterward he came to San Joaquin County, and bought the ranch on which he now resides, paying $6.25 an acre for it. It contains 440 acres of rich land, and there is a very pretty house on it; it is located about eight miles from Stockton, on the French Camp road. He is principally engaged in raising grain and stock.

He married Margaret Ramsey, who was born in Parke County, Indiana, 1842. They have had four children, one of whom is dead: their names are as follows: Emma, John, who died in 1885, Edward E. and George R.

JAMES TURNER, a farmer of Castoria Township, was born in Ohio in 1830. His father, John Turner, moved to Fort Wayne, Indiana, while he was a mere child, where they remained eleven years, when he removed to Jefferson County, Iowa, where he lived six years. All this time they were meditating upon going to California, and in 1850 they started across the plains, arriving at Stockton after a journey of five months. His father immediately bought four quarter sections of land in Castoria Township, one of which he gave his son James; the father, in 1875, moved to Tulare County, where he still resides, being ninety years old.

James Turner's ranch contains 960 acres of rich, well-improved land. He raises stock and grain, and some fruit for the use of his family. He has a handsome residence on the line of the French Camp road, eight miles from Stockton and three miles from French Camp.

He was married to Miss Hannah Blosser in 1852, who was born in Pennsylvania in 1831, and died in San Joaquin County in 1882, leaving seven children, namely: Martha M., Jesse T., William G., Addie S., Sara A., L. Grace and Minnie J.

GEORGE ALLEN CONRAD, a rancher of Douglass Township, was born in New Jersey, January 17, 1828, a son of John and Eliza (Pearson) Conrad. The father, born in New Jersey in 1802, was a carpenter by trade, and lived to be eighty-four years old. The mother, also born in New Jersey in 1804, died in 1876. Grandfather Robert Pearson, a native of New Jersey, was a soldier of the Revolution and rose to the rank of Colonel. He lived to the age of eighty-six. Grandfather Conrad, also a native of New Jersey, was over eighty when he died. The Conrads are of German, and the Pearsons of English extraction. G. A. Conrad received a fair education, picked up his father's trade and worked in that line before coming to California. He left New York September 13, and arrived in San Francisco October 29, 1851. He proceeded to the mines, where he remained until 1855. In 1856 he erected a bridge across the south fork of the Mokelumne and kept it as a toll-bridge twenty-one months, when he sold it and went into the business of building flumes and ditches in Amador County, for miners' use. Of the firm of Holt & Conrad, in 1859, they erected a flume 260 feet high at Big Oak Flat, completed in December of that year, at a cost of $80,000. In 1862 he bought a water ditch at Jenny Lind, and remained there fifteen years selling water. January 10, 1877, he bought 800 acres, where he now lives, two miles east of Bellota. This he has since increased to 1,120, the last piece being purchased January 16, 1889. He has 300 acres of

bottom land, devoted to raising alfalfa, and on the highland he pastures cattle, usually keeping about 400 head. He also raises a few horses for the market.

Mr. Conrad was married in San Francisco, in 1868, to Miss Mary P. Bachelder, born in Illinois in 1843, a daughter of John W. and Mary (Carpenter) Bachelder, both living in 1889. The father was born in Maine in 1813, the mother in Massachusetts in 1820. Mr. Bachelder came to California first in 1856, again in 1860, and brought his family to this State in 1864. His father, Dodge Bachelder, was a lieutenant in the Mexican war, and died of fever at Pueblo. Mrs. Conrad's great-grandfather, Ezekiel Bachelder, died in Maine at the age of ninety-three. The original location of the Bachelders was near Cape Cod. Grandfather Nathaniel Carpenter died in Illinois, aged eighty-four. He was a son of Major Nathaniel Carpenter of the Revolution, who held a commission under George III., which he threw up to share the fortunes of the patriots. He shared in many hard-fought battles, and at the close of the struggle was in command at West Point. He was a native probably of Connecticut, but the family removed to what is now Berkshire County, Massachusetts, in 1787. Major Carpenter lived to be about eighty. Mr. and Mrs. Conrad are the parents of one daughter, Annie, who has been educated at Mills' Seminary, near Oakland.

HON. T. J. KEYS, Steward of the State Insane Asylum, is a native of Ohio, born at Waynesville, Warren County, January 16, 1823, his parents being Isaac and Sarah (Walker) Keys. His parents were reared and married in Berks County, Pennsylvania, and in 1817, with their three children, made their way across the mountains in a one-horse wagon to Ohio, their new home, which was then considered to be the far West.

T. J. Keys grew up amid scenes usually attending the clearing up of a wild country, and was reared a Quaker. When he was but seven years of age his father's death occurred, and the seven children were therefore compelled to look out for themselves at an early age. When our subject was fifteen years of age he went to work with a man named Lewis Kendall, a blacksmith who hailed from New Jersey. He was with him seventeen months, and then went to work for I. B. Fairholm, another New Jersey man, at $6 a month and board. After two years and four months he was a "jour" blacksmith, and for the next three or four years worked for $12 a month. He then went to Mississippi and worked in Vicksburg some seven months. He then went to Louisville, Kentucky, and there worked at his trade. In 1850 he started for California, joining a party made up in Louisville. They chartered a boat, and packing their supplies, wagons, oxen, etc., aboard, went to Weston, Missouri, from which point their journey overland commenced. After waiting two or three weeks till the grass was good, they took the old military trail and proceeded on without meeting any serious obstacle until they reached Salt Lake. Here they were compelled to wait until after harvest to get flour, and proceeded on, arriving in Hangtown on the 27th of September. There Mr. Keys bought an outfit and went to mining, but gave it up after two or three weeks' experience, and went to Sacramento. Not finding any work at his trade, he went on to San Francisco, but met with no better success there. He then went to work with a street gang, planking streets, until they finished the work they had been engaged upon. He then made up a party of twenty-three men to go to the southern mines, and they went to Chinese Camp, Tuolumne County. After about two months there, he organized another company and started south. They brought up at Fine Gold Gulch, head of San Joaquin river. Mr. Keys was there four months, and while there was captain of a military company, alcalde, and recorder, but having become afflicted with scurvy was compelled to leave. He took a mule team and started for San Francisco. At

Stockton he met a man he had known at Chinese Camp, who told him there were four letters there for him. He gave the man $10 for postage to get the letters for him, while he remained in Stockton. Meanwhile he started to make the rounds of the blacksmith shops, and was offered work in every one. After a month or so he got work enough so that he could do a fair day's work, and would turn out one and a half dozen picks a day, for $10 a day. When he had between $500 and $600 together, he started a shop where Wolf's stables now are. He was afterward at the corner of California and Main, later at the corner of Washington and El Dorado, and finally on Center street, being in all engaged in business about eighteen years. The teaming business going down to a low ebb, he gave his attention to other matters.

He had become largely interested in freighting with William H. Hughes, the firm of Hughes & Keys running sixty-seven mules between Stockton and the mines, and doing the bulk of the business with the Mariposa estate, Trainor W. Park, Fremont, Armstead and others. Finally the bubble burst, and it threw on Mr. Keys' hands sixty-seven head of mules when hay was $90 a ton, and barley at a correspondingly high price. He did not give up, but went down in the tules and cut hay for his stock. Going down to Stanislaus County, he plowed land, sowed wheat and sold the crop. He freighted during the summer, and the next winter went to farming on his own account. He cleared $17,000 in two years, and in the next four years lost over $30,000. When he went on the ranch he had sixty-seven head of mules, money, etc., and when he left it six years later he had less than $10. He was next interested in the combined headers and threshers.

January 15, 1884, he entered upon the discharge of his duties as steward of the State Hospital for the Insane at Stockton, which position he has since held and filled with marked ability. He was married in Ohio in 1848 to Miss Phebe Ann Trumbley, a native of Ohio. Her father and his brother were soldiers in the war of 1812, and surrendered with Hull. Mr. and Mrs. Keys have six children, viz.: Elizabeth, wife of John Stowell, of Stockton; John Milton, an engineer on the Southern Pacific Railroad; Mary, wife of O. F. Atwood, county assessor; James C., traveling agent for the Chicago, Burlington & Quincy Railroad Company; Emma, widow of Miles Reuter, and T. J., Jr.

Mr. Keys is a Democrat politically, and has taken an active and important part in more than one campaign. He represented the district in the General Assembly of California in 1855 from San Joaquin County, and again in 1863. In 1872 and again in 1874 he was elected to the Senate from the district comprising Stanislaus County, Merced and Mariposa, serving as chairman of the Committee on Hospitals, and a member of the committees on Agriculture and Swamp and Overflowed Lands.

Mr. Keys is a member of Charity Lodge, No. 6, I. O. O. F., in which he has passed the chairs, and also been its representative to Grand Lodge. He is now one of its oldest members, having joined in 1853. He is a good type of the hospitable, generous Californian of the early day, and is a deservedly and widely popular man. He is a member of the San Joaquin Society of California Pioneers.

J. D. GRAY, proprietor of the Model Drug Store, Stockton, is a native of Jefferson, Lincoln County, Maine, born December 23, 1835, his parents being Dr. Peter T. and Elizabeth (Kennedy) Gray. His father, a native of Salem, Massachusetts, was a son of an Episcopal minister, and was educated at Harvard University. He was also graduated at the Harvard Medical School. His wife is a native of Maine, and a member of one of the old families of that State.

J. D. Gray, the subject of this sketch, was reared at his native place to the age of seven years, then removed to Waldoboro, where he was educated. In 1857 the family removed to

Minneapolis, Minnesota, and there he entered into business in the spring of 1858 as a member of the firm of Greeley & Gray, druggists, at 108 Bridge Square Two years later Mr. Gray bought his partners out, and carried the business on alone for the succeeding two years. He then took as a partner his brother. Thomas K., and their partnership continued until 1873. In that year Mr. Gray came to California, and after two years in the drug business in San Diego, removed to San Francisco, where he embarked in the business of money loaning and mining, ranking as a capitalist. In July, 1880, he came to Stockton, and bought the drug business of W. B. Pixley, on Main street, where Mr. Gray is now located. This establishment is just what its name implies—a model drug store.

Mr. Gray was married in Oakland. His wife was formerly Mrs. M. M. Vincent, a native of New York, but reared in California. Mr. Gray is a member of Truth Lodge, I. O. O. F.; of Centennial Lodge, K. of P.; of Legion of Honor, and of a lodge of the A. F. & A. M. in Minneapolis. The drug store which he established in the latter city is still a prosperous institution—the oldest drug store in that great young city.

EDWIN BRUCE COGSWELL, a rancher of Douglass Township, was born in Charlestown, Massachusetts, September2 5, 1823, son of James and Harriet (Sweetser) Cogswell, both natives of that State. The mother died in 1865, aged seventy-two, and her two sisters also lived to be quite old. The father died comparatively young, but grandfather James Cogswell lived to be eighty.

E. B. Cogswell received a good district-school education and became a clerk in a store in Boston at the age of seventeen, holding his situation for eight years. He then went to Cincinnati, Ohio, and filled a position in the same line, —hats, caps and furs. His career in that city was cut short by the epidemic of 1849 and he left for California, more through fear of the cholera than the thirst for gold. His route was by way of New Orleans and the Isthmus, and he arrived in San Francisco in August, 1849. He went to mining on Big Bar on the Mokelumne river and ranged about in that vicinity, averaging perhaps $6 a day. In the autumn of 1850 he located 160 acres, in what is now Douglass Township, three miles east of Linden, and there opened a hotel, the place being known for some years as the Henrietta ranch. His next movement was the opening of a store in Weaverville, Trinity County, having a partner in each enterprise. In 1852 he went to Boston, staying only three months and on his return dissolved partnership. In 1853 he obtained a title to his 160 acres of land from the State, and has since enlarged the ranch to 232 acres. It is good wheat-land, a large part of it having borne wheat for twelve consecutive years with little reduction in the annual yield. Mr. Cogswell has filled no other office than that of school trustee. He took an active interest in the grange movement at one time; was Master of the Linden Grange, and in 1875 a delegate to the State Grange Convention in San Francisco.

Mr. Cogswell was married in 1868 to Mrs. Sarah Jane (Kelton) Van Pelt, of Mokelumne Hill, a native of New Hampshire, daughter of James and Sarah (Ford) Kelton. The mother died in that State in 1885, aged seventy, and the grandparents on both sides lived to be quite old. The only living child of Mrs. Cogswell is Edwin S. Van Pelt, born June 2, 1858, married June 20, 1888, to Miss Minnie M. Davenport, a native of Linden.

THOMAS THOMPSON, a farmer of Castoria Township, was born in Germany, 1838. He was fourteen days in crossing the ocean to New York and fourteen days in coming from New York to California. He remained in San Francisco six months, then came to Stockton and bought his ranch, which is sit-

uated twelve miles from Stockton in a quiet little spot; the residence is tucked away in a little grove. He has owned four ranches since being in this State, improved each one of them. He also works rented land. He raises grain and horses, and also some fruit for his family.

He was married in San Joaquin County, in 1876, to Miss Edda Abreasa. They have five children, namely: John A., William C., Otta T. and Lena T.

GEORGE M. DAVIS, a native of Virginia, was born September 28, 1818, his parents being Hartwell and Ella (Bunch) Davis, both natives of Virginia. George was raised on a farm. In the fall of 1836, when he was about seventeen years of age, his father died; leaving Virginia, he went to Missouri, settling in Pike County. His mother had promised the boys that if they would apprentice themselves to a trade for four years, she would give them either a new suit of clothing or six months' schooling. Our subject learned the blacksmith's trade, then took the six months' schooling; after which he went to Louisiana and engaged in wood chopping and packing flour in a mill, which he followed for one winter. Then he and his brother Joseph went to Randolph and started a blacksmith shop; at the end of a year they went to Missouri, and started a shop there, which they continued for about two years. George then drove a stage for the next three years. Then he went to work in a saw-mill and advanced from one position to another until he was head sawyer; finally, finding the work too heavy for him, he gave it up. In the spring of 1850 he came to California. He crossed the plains with a party of four men. At South Pass they sold their wagons and packed from there to Placerville. The day after his arrival he traded off a mule for a pick, rocker and pan, receiving $30 to boot, then went to prospecting near Henrytown. Remained there three days, then went to Grizzly Cañon, thence to Jaybird Cañon, where he wintered, averaging about $5 a day. They spent the summer at Oregon Pass on the middle fork of the American river. In January, 1852 he returned to Missouri; in the spring of 1852, in company with his family, his brother and three other families, he started once more for California. Their trip occupied about six months and was in all a very pleasant one. For a year he and his brother engaged in blacksmithing and freighting, then purchased a ranch about seven miles from Stockton, containing about 160 acres. They farmed that land until the brother died, about 1877. George purchased the ranch on which he now resides in 1858. It contains about 160 acres.

Mr. Davis was married, in 1848, to Miss Cynthia Sheppard, a native of Virginia, who died in 1853, leaving a family of three children, one of whom died the following year. Mr. Davis then took his two children back to Missouri, to have them educated. He returned the same year to California. In 1868 he was married to Miss Ellen Stephens, a native of Missouri. They have one child by this union, a daughter, who is still living at home. The second wife died in 1877. In 1878 Mr. Davis was married to Miss Maggie Fehn, and they have three children, one boy and two girls.

Politically he was a Democrat till Lincoln was put up as a candidate, then he voted for him and has been a stanch Republican ever since.

A. J. HAHN, of the Commercial Hotel, Stockton, is a native of Maryland, born near Catonsville, Baltimore County, February 2, 1856, his parents being F. C. and Julia (Seymour) Hahn, both of whom were born in Germany. A. J. Hahn was reared at his native place and in Baltimore, and was educated at Overlee College, where he took the full curriculum. He then entered business life as a clerk in the establishment of George L. Stewart, Bal-

timore. From there he came to California, locating in Stockton, and clerked in the Commercial Hotel until 1882, when, in partnership with his sister, Julia Hahn, he bought the property, and they have since conducted it, he being the manager of the business.

Mr. Hahn was married in this city, September 8, 1881, to Miss Laura S. Mersfelder, a native of Stockton. They have two children, viz.: Alma J. and Leland A. Mr. Hahn became associated with the National Guard of California as a private in Company A, Sixth Regiment, in 1879. He is now Quartermaster, with rank of First Lieutenant, on the staff of the General commanding.

The Commercial Hotel was opened in August, 1875, by F. C. Hahn, and he carried on the business until 1882, when the present proprietors bought the property. It was a success almost from the start, and the patronage has increased to a wonderful extent. In 1885 the present owners made a large addition to the building, costing $15,000, and in September of that year, threw open ninety additional rooms, making in all 160. The house has acquired a splendid reputation for hospitality, and a person once stopping at the Commercial becomes a regular patron while in Stockton. Mr. Hahn is one of the most genial of landlords, and is very popular not only with guests, but generally has a large circle of warm personal friends.

PETER CHRISTENSEN was born in Denmark, February 24, 1820. His parents having been dead for a number of years, and having no other relatives, he sailed for America in 1851, from Hamburg direct to California; he landed in San Francisco on the 18th of January, 1852, after a sea voyage of six months. He went to the mines between Sonora and Columbia, remained a year, then came down to Stockton, and shortly after hired out to Gib Reynolds, in whose employ he remained four years, attending to stage horses. He was then engaged by E. Comstock and worked on his ranch for three years. At the end of this time he purchased 160 acres of land, and began farming for himself. Since that time he has made other purchases of land, having at present 400 acres, all in a body, situated in O'Neil Township, on the Calaveras road. Mr. Christensen devotes his ranch to the raising of grain.

HERBERT ALLEN BENTON, proprietor of the Farmington Hotel, was born in Elkhart County, Indiana, March 28, 1852, son of Talman and Jane (Thompson) Benton. The mother, born in New York, daughter of Robert and Jane Thompson, was killed by the accidental discharge of a gun while coming to California with her family in 1853, and was buried in Ione Valley. She left two daughters by a former marriage with a Mr. Dennison, who are both deceased; and two sons by her marriage with T. N. Benton,—the subject of this sketch, and his brother Martin Allen, born in 1848. The latter went on a journey in 1882, and, not having been heard from since, is supposed to be dead. He left two children,—Frederick, born in 1872, and Laura, born in 1875.

T. N. Benton, the father of the subject of this sketch, born near Lake Champlain, June 23, 1805, is still living on his ranch near Farmington. He is a son of Noah Sylvester and Nancy Northrup (Lamkins) Benton, natives of Vermont, who had moved to New York some time before his birth, and thence to Canada in 1806. The father was a millwright, and found a desirable opening in that country. The declaration of war in 1812 found him engaged in erecting a substantial mill; he was drafted into the British army, and was given the alternative of working for the army in the line of his trade. Being determined not to serve the enemies of his country in any capacity, he managed to escape to New York with his eldest son, who was also liable to conscription. The wife, with two other children, followed two months later, and



Wm P. Miller

the family settled in Leicester Township, Livingston County, where the father died in 1832 at the age of sixty-five. The wife survived until 1877, when she died at the home of one of her children in Pennsylvania, aged ninety-nine years, nine months and four days. The great-grandfather Benton lived to be seventy, and the great-grandfather Lamkins lived to be seventy-nine. Both families are of New England birth for several generations. T. N. Benton received a limited education of three terms in a district school and left home at the age of seventeen to earn an independent living. He, however, fell into the same line of business as his father and became a millwright, working at his trade about twelve years in New York State, and afterward for five years in Michigan, at Pontiac and Niles. In 1848 he bought 160 acres in Elkhart, Indiana, and farmed there until he came to California. He arrived in Stockton October 9, 1853, and ten days later on the ranch near Farmington, which has ever since been his home, and which now comprises 1,140 acres. The first purchase in 1853 was 320 acres, for a possessory claim, for which he paid $500.

H. A. Benton, the subject of this sketch, was not quite nineteen months old when his father settled near what is now Farmington, in 1853. He received such education as was received in the district schools of the period, and was brought up to farming. In September, 1869, on the completion of the Central Pacific Railroad, and by the first through train he went East, accompanied by his father, and entered Clayton College, in Jefferson County, New York, to finish his education. Called home by his father he returned in May, 1871, and at once entered into active service on his father's ranch, where he continued until his marriage. In 1874 he was married to Miss Emma Anna Dial, a native of this State, and has two boys by that marriage,—Edward Northrup, born December 4, 1877; and George Washington, June 7, 1882. In 1875 he went to work on his own account, renting his father's ranch of 1,330 acres, the first year. In 1876 he bought 590 acres adjoining and farmed it until 1879, when he added to his farm labors by renting 1,000 acres, which he kept for three years. From 1882 to 1886 he farmed his own ranch; selling it he purchased the Farmington Hotel October 1, 1887, which he has since conducted.

In 1882 he entered the field of practical invention in the farming line, perfecting and patenting a combined harvester of acknowledged merit, which he sold to the Shippee Combined Harvester Company in 1886, reserving his right to sell his remaining stock of eight harvesters, which found a ready sale at $500 each. He was engaged in the manufacture of these, together with running his farm, from 1882 to 1886.

Mr. H. A. Benton was married a second time, in 1886, to Miss Cora Kelly, born in Missouri, in 1866, and a resident of California since 1882. Her father died in 1889; her mother, now residing in this county, came to California in 1882. Mr. and Mrs. H. A. Benton have one child,—Harry Allen, born October 12, 1888.

WILLIAM PAYSON MILLER.—It is probable that no other life recorded within the pages of this work presents so striking an instance of rising from the very bottom-most round of the ladder as does that of the gentleman whose name heads this sketch; and as Mr. Miller ranks among the leading business men and manufacturers of central California, while it is an undisputed fact that his entire career has been marked by the strictest integrity and most painstaking care in all his dealings, this sketch should be a lesson to young men, so many of whom are taught that honesty and success in business cannot go hand in hand. Mr. Miller is a native of Windsor, Maine, born October 8, 1825, his parents being Thomas and Jane M. (Pratt) Miller. His maternal great-grandfather, Taber, is said to have been the first banker in Portland, Maine. Our subject's mother was born at Vassalboro, Maine, and was

the daughter of Nathan and Mary (Taber) Pratt. Her father, who was born at Little Cambridge, Massachusetts, March 12, 1772, was a clerk in the Taber Bank before mentioned, and afterward a merchant. Her mother was also born at Vassalboro, May 11, 1783, and was a daughter of John Taber, the banker, and his wife Elizabeth, who were well-known natives of Portland. Thomas Miller, father of William P., was a native of Limington, Maine, and was left an orphan at the age of fourteen years, thus having to make his own way in life from an early age. His education was limited to reading and writing, but he was a hard-working, ambitious and sprightly young man, and if he had been a good financier would undoubtedly have become wealthy. He worked about on farms for Quakers until his marriage, and his wife, a daughter of Quaker parents, withdrew from the Society of Friends by her marriage.

When Mr. Miller was but three years of age his parents removed to Vassalboro, and two or three years later to Palmyra, where his father built a house in the forest and cleared up a few acres of land. He next rented an old and better improved farm for about four years, and after that removed to Augusta. Our subject attended school only during winter terms, and in summer worked out on farms. At first he got twenty-five cents a day and his dinner, but afterward twenty-five cents and board. The father, not being a good financial manager, was working at this time by the day, never earning more than a dollar a day. Having a family of six children to support, his wages were of course insufficient, and all were compelled to lend a helping hand. Mr. Miller, however, has always considered the fact of his having been forced to help himself thus early as a great blessing all through his subsequent career. When he was about twelve years of age the family removed to Winslow, on a rented farm, and about four years later he went to work with an uncle, Thomas Partridge, to learn how to make wheels, the wood-work of light farm wagons, bodies set on leather thorough braces and wood axles. He afterward went to work in Vassalboro, with another uncle, Edward L. Pratt, who ironed the wagons for him. Later, Mr. Miller rented a shop in North Vassalboro, Maine, and engaged in business for himself, running the shop about two years. There, in 1847, he married his first wife, Phebe Y. Roberts, daughter of Dr. Roberts. She died September 17, 1849, leaving a son then nine months old. This son, Edward, grew to manhood, and is now a resident of San Diego. His wife's death made Mr. Miller discontented, and he decided to move to California. He left home in the fall of 1850, $700 in debt.

In after years, when he had accumulated some money in his far-away Western home, he sent back and paid these debts. It was the best investment he ever made. He went to New York city, and there worked a few days, while waiting for the old ship Clarendon to load. On this vessel he paid $150 for a second-class passage, which secured for him a rough bunk between decks alongside the freight. A few, who took cabin passage, paid $250 for the privilege. Passage on the Flying Cloud, which left about the same time, was $400, but the latter vessel made the trip in seventy-nine days, while the Clarendon required 196 days, and of this time, on the Atlantic side, they were 100 days out of sight of land. Nothing of especial interest occurred on the voyage, and they sailed into San Francisco Bay on Saturday, the 6th of April, 1851, casting anchor on Sunday morning off Pacific street, where fifty passengers were landed on a small wharf. Among the curious who came down to see them land was one of three partners in a little saw-mill and wood-yard on Pacific street. This man had worked in the mines with a brother of one of the new-comers, and thus felt interested enough to invite all who desired to accompany him with their blankets to the wood-yard, where they could sleep on the chips. Mr. Miller, among others, was glad to avail himself of the chance, as his cash capital consisted of but $9, while he was not aware of a single acquaintance in the city. One of the partners in the little mill and wood-yard was a

fine-appearing Southern gentleman—a physician—who kept the books and assisted about the cooking. At that time one could form no idea of the education or former position in life of men in San Francisco from what they were engaged in, for any ambitious man would then accept the employment affording the largest remuneration. Mr. Miller arose early on Monday morning after the first night on his bed of chips, and after eating his breakfast, consisting of bread saved from the regular allowance on shipboard, and water, he set out to look for work. He had been informed that employment would be scarce for a few weeks, as many were in the city from the mines, and business was dull, notwithstanding there were about 700 ships in the harbor. He inquired for work at every place where wheelwrighting was being done, but only repair work was then being turned out. He received all kinds of answers, but no encouragement at his trade. He then set about canvassing the entire city for a job of carpenter work, but for a long time with no better success. He had reached the upper part of the city in his canvass, and looking south saw a small church in process of construction, on the sandy ground not far from where the Palace Hotel now stands, though then there were but a few shanties south of Market street. He proceeded to the spot and found that a Mr. Johnson and another carpenter had the contract. He approached one of them, and upon asking if any more help was needed, received a sharp look, while the contractor proceeded to question him. He said they wanted a carpenter, however. Mr. Miller frankly admitted that he was not a carpenter, and said that he was a wheelwright and carriage wood-workman, though he had worked a little at carpenter work, and thought he could give satisfaction if plain work was assigned him. His services were accepted, and he was told that his wages would be $6 per day, payable when the job was completed. Mr. Miller was then compelled to tell them how poor he was, and that he had not enough to live on, and was then promised $10 every Saturday night. This offer was gratefully accepted, provided they could wait until he got his tools from the ship, promising he would commence work in the morning if possible. He then went back to his acquaintance of the wood-yard, told him of his new prospects, and of his financial condition—that he had but $9 while the freight on his tool-chest was $10. He proposed to the wood-man that the latter lend him $5 and accompany him to the ship to get his tool-chest. He would then split wood for him the balance of the day, and leave the chest with him for security, only taking out tools enough to work till he earned money with which to pay the loan. This proposition was accepted. Early next morning Mr. Miller was at hand at the church building, and his first work there was shingling on the roof, which he had learned to do when a boy. About 9 A. M. it commenced raining, and shingling was necessarily suspended. He hurried back to his friend at the wood-yard, and offered to split wood for his meals. His offer being accepted he worked hard and effectively, for this was labor he had learned well how to perform when a boy. The following day he resumed the hammer at the church, and soon the shingling was finished.

His next work was laying the floor of Georgia pine, all widths matched. The man working with him was soon let go, as his employers said they could see Mr. Miller was doing nearly all the work. The compliment was quite encouraging, as he was trying so hard to please and retain his position as a carpenter. When Saturday night came he received his $10 and at once went and paid the $5 he had borrowed, and after squaring up had a little left to live on the second week. Board at that time was from $10 to $14 per week for meals alone. One fellow passenger, from Lowell, a carpenter, and a good honest fellow, who was also without money, engaged a room with a little iron bedstead and one chair, promising to pay rent when he earned money. He found a few small jobs the first week. He and Mr. Miller bunked together. Water was sold from carts, and they paid ten

cents for their first pail full. For the first couple of weeks Mr. Miller was accustomed to take for his dinner a loaf of bread (which cost twenty-five cents) and a little pail with water. When noon came he would go into a clump of bushes and eat his frugal meal. For several days he ate nothing but bread and water, and this was varied only by the addition, during the remainder of the time, of some syrup from a bottle that he and the Lowell man had purchased in partnership. Yet this was good fare in comparison with the allowance on the ship. One night he was so fatigued with his hard day's work after the wearing sea voyage, that it was difficult for him to walk home over the little sand-hills. He could eat nothing that night, but went to a restaurant and paid twenty-five cents for one cup of tea. Next day he worked as usual.

He was employed on the church until the job was nearly completed and drew something over $80. Then he was offered a job by his old friend, the wood-yard man, doing some carpenter work, at $7 a day. Mr. Miller agreed to accept provided he could leave whenever a job was open for him at carriage work with Smith & Wells, a Kearny street firm, with whom he had been negotiating. Three or four days later he secured the latter job and removed his tools and went to work. The next night a conflagration swept down Pacific street, and the owners of the wood-yard were compelled to make their escape on boats with only a few articles, everything else being destroyed. The next morning Mr. Miller met one of them, his friend, who approached him and said: "We are now poor, and cannot pay you the balance on your work." Mr. Miller replied; "Never mind; if you find me poor some time when you are well-off, pay me; if not, let it go." He then let the unfortunate man have tools to work in rebuilding the burnt district.

While Mr. Miller was engaged in that shop the fires of May and June occurred. He worked there until August and then went to Stockton, his course in this matter having been brought about by mere chance. One day he happened into an auction store on Kearny street and there noticed a familiar face. He did not recognize the man at first, but soon placed him as John R. Corey, a carriage-maker he had worked for a few months at New Bedford, Mass. The acquaintance was quickly renewed. Mr. Miller expected to be out of a job soon, as his employers had charged such exorbitant prices during the fire times that their customers left them. Corey soon went to Stockton, and Mr. Miller wrote to him inquiring about work. When he got out of a job he remained only one day in San Francisco, then took a steamer for Stockton. Mr. Corey, who had a wagon shop on Channel street, went with Mr. Miller to a shop on the same street owned by J. W. Smith, and a job was at once secured at $7 per day. He worked for Mr. Smith until the following spring; and then, for $50 per month, rented a corner of his shop about twenty-five feet square.

About a year later two blacksmiths from New Bedford, named respectively Skiff and Tucker, were looking for a location for a shop. The corner occupied by Mr. Miller and the Key lot were for sale, and he said to Skiff and Tucker: "If you will wait until I see the owner of these lots, I will purchase them, build a wood shop, lease you a part of the ground on which to erect a blacksmith shop, and then we can work for each other's interest." His proposition was accepted. He bought the lots from the Guard family and the buildings were constructed. While carrying on this shop Mr. Miller sold a freight wagon to Sam Foreman for $900, taking in part payment a note for $400. He turned that note over as part of the price of the lots—$1,100—and gave his own note for a part. In order to get money to put up a little balloon wood-shop, he borrowed $400 from H. M. Fanning, paying four per cent. a month interest. During the first summer the shop had no floors or doors. A few boards were laid overhead, and there he slept. A man who worked for him was afraid to sleep there for fear of rolling off. He and the blacksmith worked by the ar-

rangement previously mentioned for two years; Mr. Skiff sold out to Mr. Tucker his interest in the blacksmith shop and returned to New Bedford. Mr. Tucker carried on the business for about a year, then sold out the shop and tools to Mr. Miller. That was the foundation of his present splendid business.

The splendid carriage-building establishment of Mr. Miller, located in Stockton, is a fitting monument to the life work of a noble-minded, honest man. It has a reputation second to no establishment on the Pacific coast, and is equipped with the best machinery in every department. This is a large manufacturing institution, where there is a place for everything and everything in its place, and kept as neatly almost as the home of a model housewife. There is no well-meaning citizen of Stockton or San Joaquin County but who is proud of Mr. Miller and his splendid carriage factory.

Mr. Miller married his present wife in June, 1855. Her maiden name was Pamelia Tilton. She was born at Easton, Washington County, New York, and came to Stockton in December, 1853. They have one child, named Millie Louisa.

Mr. Miller is a consistent member of the Methodist Church. All his life he has been a friend and follower of temperance, and was never in the slightest degree addicted to the use of either liquor or tobacco. Thus he has enjoyed the free use of all his faculties. He has been identified with the Prohibition party since its organization, and an active worker in its councils since the campaign of St. John and Daniels, when he was chairman of the county committee, which position he now holds. He was a Whig sympathizer in early life and cast his first presidential vote for Fremont, the first candidate of the Republican party. Being an Abolitionist by principle, he took an active interest in all movements tending to the freedom of the slaves, and by reading Lincoln's speech to his young associates acquired the name of a "d——d black Republican." He was a member of the city council in 1854, but has always held aloof from office. Mr. Miller's parents died in Stockton, having come out here to spend their declining days with him, accompanied by his four sisters and one brother.

WILLIAM C. SMITH, Stockton's young and efficient postmaster, is a native of Louisiana, Missouri, born on the 28th day of August, 1855, and son of Captain J. W. and Susan E. (Crow) Smith. The family removed to Nevada in 1865, and in 1867 to Stockton, where his father is one of the prominent business men.

W. C. Smith received his education in the public schools of Stockton, and commenced a business career as book-keeper in the establishment of Stewart & Smith, grain merchants. He was thus occupied until April, 1888, when he assumed the duties of Postmaster of Stockton.

He was married in Stanislaus County on the 30th of October, 1884, to Miss Stella Kilburn, a native of California.

Mr. Smith is a member of San Joaquin Lodge, No. 19, A. F. & A. M. He is a gentleman of strict business habits, and under his administration of its affairs the service of the Stockton postoffice has given to the citizens a degree of satisfaction rarely attained.

JOHN CORSTEN GRUPE (commonly called Charles Grupe) was born in Morsumn, Hanover, Germany, September 18, 1828. His father's name was Geard H. Grupe and his mother's name was Harriet Esdohm. They had ten children, six boys and four girls, and Charley was the youngest. He was of all the children most ambitious and restless, and at the age of sixteen, in the fall of 1844, embarked for America on the ship Charlotte, sailing from Bremen to New York. It being a sail ship they were twenty-eight days making the journey. He was very sea-sick all the time. On arriving

in New York he hired out as clerk in a grocery store, and in less than a year bought a grocery store for himself on the corner of Greenwich and Robinson streets. But hearing of the gold of California, he left his store in charge of a Mr. Kennable, and January 1, 1849, left in a small schooner for San Francisco. The schooner was small—only seventy-five tons' burden—and was named Joseph Howard Her captain's name was Sanders. On board were the captain, one mate, one sailor, one boy, cook, and ten passengers, all young men. They came by way of Cape Horn and stopped at Rio Janeiro ten days. At the Horn they encountered a small gale and for nineteen days the ship drifted at the mercy of the wind and waves. Here they lost the sailor. They also stopped ten days at Callao, where they saw the famous bull-fights. When they arrived at the Golden Gate, they had no pilot, and they came near losing everything by being dashed to pieces on the bar. However, with the help of all, they managed to steer into the harbor. They arrived in San Francisco July 17, 1849, and during all the trip he was not sick.

On arriving in San Francisco the captain sold the cargo, schooner and all, and with the help of the passengers unloaded. They all came at once to Stockton by sail-boat, and on arriving in the latter place they were taken sick and lay in the tules for two days. They then hired an ox team to take their baggage to the mines, giving 25 cents per pound from Stockton to Mokelumne Hill. They all walked except two who were sick, and they paid for themselves 25 cents per pound. In going up to the mines one sick man died, and they buried him at Double Springs.

On arriving at Mokelumne Hill they mined in the Mokelumne river for about three or four weeks, and as they were not successful they separated and he came back to Stockton and hired out to drive team. He drove for three or four months; then, in company with Henry Meyers, started from Stockton to Sacramento to buy a team of their own. On the first day they became tired, foot-sore and hungry, and a man came by riding one horse and leading another. They wanted to get to ride on his spare horse, but he would not let them unless they would buy the horse. This they did, for $15. Night came on them and they lay down on the plains near Dry creek, tying the rope of the horse to their arms to keep him. The night was cold, and with no covering, nothing to eat and the coyotes yelling around them, they lay down to sleep. In the morning they each gave 50 cents for a drink of buttermilk, then both got on the horse and rode into Sacramento, where they sold the horse for $30.

Here they bought a six-mule team for $1,600, and returned to Stockton.

Meyers took charge of the team and Charles Grupe returned to Mokelumne Hill, and in company with Henry Kulmos again engaged in mining. This time they did well; but as lumber was high they began to whip-saw out lumber, which they sold for $1 per foot. They sawed all winter and in the spring they mined at San Andreas, and did well.

They then came to Stockton, bought goods and started a store of their own in Mokelumne Hill. Then a company of them during the winter turned the Mokelumne river from its bed and took out a vast amount of coarse gold. They then divided up and sold out their store and he came back to Stockton.

In the spring of 1852 he went to San Francisco and took ship for New York, going by way of Panama; from New York he shipped at once to Germany and in the fall of the same year returned to New York. In the meantime he had sold his store in New York to his brother, and after stopping there a few days, started on a return trip to California. This time he came by way of Panama. In New York he met a number of persons who came to California with him. Among them was Catherine M. Behuke, whom he afterward married. The others were Henry Behuke, Hattie and Rebecca Behrmann, Lena Meyer, John Kulmos, John Wilkins and Henry Meyer,—nine in all; of these four only are liv-

ing. They crossed the Isthmus on a mule train, then took ship and came to San Francisco, and landed at Stockton November 10, 1852.

On December 1 he was married to Catherine Behnke, and Henry Meyer was married to Rebecka Behrmann, both on the same day.

They went at once to a farm near where he afterward made his home. Everything was exceedingly high. For a cow he paid $110; for a pair of geese $10; and a pair of pigeons $5. He soon after took up eighty acres of land and shortly afterward bought more land; to do so he borrowed money at 3 per cent. a month, and to pay for it was obliged to sell off his cattle and almost everything else.

During the first years he cut his grain with a cradle, bound it and hauled it to the mountains, and sold it. It was a long, hard struggle, but determination and love of home and the dear ones overcame all obstacles.

JAMES RUTHERFORD OWEN, a rancher of Dent Township, was born in Tennessee, January 19, 1832, a son of George P. and Elizabeth (Davis) Owen. The mother, born in August, 1807, died in January, 1888; the father, born in May, 1808, is still living. Grandmother Owen, by birth a Preston, died comparatively young, and Grandfather Owen, who had moved from North Carolina to Tennessee, was not quite sixty at his death. Great-grandfather Owen was an emigrant from Wales. Grandfather Aaron Davis and his wife, whose maiden name was Jones, moved westward from Tennessee, and what age they reached is not known.

The subject of this sketch remained on his father's farm till he was over twenty-one years of age. From 1853 to 1855 he peddled through Kentucky for wages—cotton thread used for family weaving into home-made cloth. In 1853 Mr. Owen was married to Miss Catherine Hunt, a native of Tennessee, born November 29, 1831, daughter of Louis Tyrus and Ailsey (Blankenship) Hunt. The father lived to be seventy-three and the mother sixty-five years, both dying in Tennessee. Her grandmother Blankenship, a native of North Carolina, died in Tennessee, aged 100 years.

In 1855 Mr. Owen bought 160 acres of land and went to farming, in which he continued until he left for this coast in 1869. He left home November 7, 1869, for California, where he arrived by railroad November 19, and went to work on a ranch for wages. He raised a crop on a rented place of 200 acres near Waterloo in 1870, and the following year moved to Linden, where he put in a crop about one mile south of the village. In 1872 he moved to his present location, where he rented the Brooke ranch of 1,500 acres, about three miles east of Farmington, which he still holds. In 1884 he bought 610 acres of Mr. Brooke and an adjoining forty acres from another party, about one mile and a half southwest of his home. He farms about 2,000 acres, mostly in wheat and barley, having no less than 1,200 acres in these grains. He has a small fortune invested in agricultural implements and farming stock. From 1873 to 1881 he paid considerable attention to sheep raising on shares with Mr. Brooke, having as many as 2,500 head, but found wheat-growing to be more profitable.

Mr. and Mrs. Owen have nine children, viz.: Henry Taylor, born July 15, 1854, married in Stockton, in September, 1886, to Miss Mary Douglass, has one child, Essie May; Charles Madison, born February 13, 1856, has been twice married — by his first wife, Edna Jane Spencer, a native of Missouri, deceased, he has one child, Verna, born in 1882; he is now living in Fresno with his second wife. The third child of Mr. and Mrs. Owen is Partelia Jane, born May 18, 1857, now Mrs. James D. Blair, who has three children—Elmer J., Emily Etta and Eva Alice. The fourth child, George Milton, born May 31, 1859, died July 27, 1862; Myra Elizabeth, born January 27, 1861, now Mrs. David Bryson of Linden, the mother of one child, Nellie, born in 1888; John Hamil-

ton, born October 15, 1862, of the firm of Long & Owen, merchants of Farmington since 1884, who was married April 4, 1886, to Miss Sarah Griffin, a native of Stanislaus County; they have two children, Alva George and a baby girl, Lizzie. Mary Alice Owen was born January 15, 1865; Willie Sidney, born May 6, 1867; Walter James, born in California, near French Camp, August 30, 1870; and Thomas Jefferson, born in the present home, November 17, 1872.

Mr. Owen was a Justice of the Peace and Assessor in Tennessee, 1859 to 1861, both offices being united in that State.

DANZY W. SHEEN, a farmer of Union Township, was born in South Wales, January 22, 1847, a son of James and Anna (Watkins) Sheen, both natives of England. Our subject was raised on a farm. At the age of twenty-one he went to Kenosha County, Wisconsin. There he remained for five years engaged in farming. In the spring of 1874 he came to California by rail, landing in Stockton, where he went to work for J. W. Castle, remaining with him till 1878. In that year he bought his ranch of eighty acres, situated on the New Hope road, about two miles west of New Hope.

He was married March 25, 1875, to Miss Lucy Powell, a native of England, by whom he had one child—D. H. Sheen. Mr. Sheen is a member of the Independent Order of Odd Fellows, Jefferson Lodge, No. 98; is a member of Woodbridge Grange since 1885, and also a charter member of the Pomona and County Grange organized in 1887.

R. B. PARKER.—Few of the California, pioneers now living have had so varied experiences as the gentleman whose name heads this sketch. He is a native of New Hampshire, born at Charlestown, Cheshire County, December 14, 1818, his parents being Stephen and Mary (Bellows) Parker. Stephen Parker was born at Winslow, Maine. He grew up in that State and followed lumbering there. He also followed that business after removing to New Hampshire, until timber became scarce, after which he turned his attention to farming. He died in New Hampshire in his ninety-fourth year. The mother of our subject was a daughter of Peter Bellows, and granddaughter of Colonel Benjamin Bellows, who was granted a large amount of land for his services during the French and Indian war and who was the founder of the settlement about Bellows' Falls, which place took its name from him.

R. B. Parker, the subject of this sketch, was reared mostly at his native place to the age of fifteen years; and then went to Nantucket, Massachusetts, where he engaged as clerk for Orrison Adams, brother of the founder of the great Adams Express Company. There he remained until removing to California, and for several years had an interest in the business. When the news of the great gold discovery in California reached the East he was one of the first to catch the fever, and 1849 he became one of a company of twenty-four, organized to go to the new El Dorado. They bought the whale ship, Fannie, of 400 tons' burden, purchased provisions for two years, and taking on a cargo of lumber sailed from Nantucket in August. Running short of vegetables they attempted to put in at the Azores islands to replenish, but were prevented from landing as there was cholera in the United States. They then shaped their course to the Cape Verde islands, where they put into port. Their next stop was at Valparaiso, and this was the last until they reached San Francisco, where they landed on the 22d of February, 1850. Mr. Parker remained there until the middle of April, waiting for the settling up of the affairs of the company to which he belonged. It had been their intention to remain together, but they were universally advised to disband, which they concluded to do. Lumber had so depreciated that Mr. Meigs advised

Mr. Parker, who was secretary of the company, to fit up the ship with a general cabin, three tiers high, occupying the entire deck, and then go to Panama and sell the lumber, and return with passengers. Some of the other partners did not wish to do so, however, and Mr. Parker then started to buy up as many of their shares as he could. He purchased 7-24ths in all, the plan was set in motion, and the vessel sent to Panama. They were offered a load of passengers by Mr. Garrison for a quick return, but the captain of the ship, wishing to sell the lumber himself instead of leaving it to be sold on commission, would not take the load offered him there. He waited at Panama a week and then started for San Francisco in ballast. On arriving there the outfit was sold at seventy-five cents on the dollar. Meantime, Mr. Parker had gone on to Stockton, paying $25 passage on the steamer General Sutter. He engaged a team from Thomas Cochran, and paid him ten cents a pound to haul himself, party and supplies to Coyote creek, Calaveras County. He attempted mining there, but being dissatisfied with the prospect, sold out his interest to his companions and returned to Stockton on foot. He then boarded a sail vessel for San Francisco, being six days on the trip. In the city he met an old shipmate named Capen, and at his suggestion they took a three-ton, half-deck boat from the ship, and started for Stockton, Mr. Parker doing the piloting. They tied up the first night to an old hulk at Benicia, and the second night to the Lone Tree at Wakefield. The next morning they reached Stockton. They had brought along a load of merchandise, which they attempted to sell as soon as they arrived, meeting with fair success. Among others they called upon a merchant from Louisiana named T. S. Robert, who was in feeble health, and asked him if he wished to buy any of their goods. He replied bluntly that he did not wish to buy anything, but preferred selling what he had. He had a $900 galvanized iron building, stocked with liquors and wines in packages. Mr. Parker informed him that he had no money to buy the stock with, when the man replied: "I have no use for money. If I can get up to Robinson's Ferry, where I have a friend, I can keep my health and live, which I cannot do here; take the establishment and pay for it when you get the money." His proposition was readily accepted, and he turned over everything to the young purchasers, at invoice prices, and went away, even leaving his trunks with them. A year later he came back with health recuperated, received the money for the goods and building he had sold, and then went to Lower California. The next year, which was 1851, they moved upon Main street. They were making money rapidly. They had just got fixed nicely in their new store, however, when a fire commenced at Branch Hotel, swept the entire town west of Hunter street, and burned up all they had. They rebuilt and started up again, and were fairly successful, removing to where Mr. Parker is located on Hunter street square, in the fall. The firm continued as R. B. Parker & Co. until the winter of 1853–'54, but since that time Mr. Parker has carried on the establishment there alone.

In the meantime, however, in the winter of 1851–'52, Parker & Co. bought the stock of Brown & Adams, at Columbia, with all their teams for the transportation of goods, and carried on business under the firm name of Arnold & Co. In the following year Mr. Brown, formerly of Brown & Adams at Columbia, came back from Louisiana and bought Parker & Co's interests at Columbia, paying $2 for $1 on their investment, and changing the name to Brown & Co. The following summer the latter was burned out, Parker & Co. furnishing them means to stock and rebuild with a fine brick block. Mr. Brown's health failing and his indebtedness being very large, he told Mr. Parker he had no other way of paying him than to transfer the building and stock to him. This was done, and the business was continued under the firm name of H. N. Brown & Co. In the meantime Mr. Parker went into business at Sonora, his partner there being C. E. Gorham. He carried on both

establishments as well as his business in Stockton, without noteworthy incident until 1857, when another fire occurred in Columbia and the entire town was destroyed with the exception of two or three stores, one of which was Mr. Parker's. Mr. Brown telegraphed to the latter that the town was nearly destroyed, but they were all right, and added for him to send all kinds of staples at once. Mr. Parker started out to engage teams, and while crossing Center street on his way back to the store, a dispatch was handed him from his partner in Sonora, C. E. Gorham, saying, "All gone—Brown and Rudolph both killed." When all danger from the conflagration had seemed at an end, in some way their stock of powder had become ignited, blowing the building and its contents to atoms. Not only that but their books were destroyed, and therefore large outstanding accounts were never collected. Mr. Parker at once started for the scene with D. J. Oullahan, and after riding all night they arrived at Sonora early next morning. They were joined by Mr. Gorham, and all three went to Columbia. On the same day they contracted for a new building, and rented temporary quarters for the resumption of business. The Columbia business has since been sold out. Mr. Condit, of Stockton, afterward bought in with Mr. Parker at Sonora, and they carry on the hardware business there.

While a business man of rare judgment and sagacity, Mr. Parker has always been governed by generous impulses. He has now in his possession notes, the face value of which alone reaches way up into the tens of thousands. Many of these he could have collected had he been disposed to have been exacting, instead of allowing them to go to protest without making any trouble for the parties whom he had accommodated.

Mr. Parker was alone in California at first, but in the fall of 1852, had commenced building a residence, finishing it in October, and everything was in readiness for his family when they arrived via Cape Horn, in March, 1853. Mr. Parker was married in August, 1841, to Miss Nancy Miller, a native of Nantucket. Seven children have been born to Mr. and Mrs. Parker, viz.: Alfred, who died in July, 1889, in his forty-fourth year; Althea, wife of Joseph Lamdin, of Napa; Nettie, wife of P. B. Frazer; Ada, wife of N. M. Orr; Avery, a resident of Denver, Colorado; Alice and Albert, at home.

Mr. Parker is a member of the San Joaquin Society of California Pioneers, of San Joaquin Lodge, F. & A. M., and Charity Lodge, I. O. O. F. In politics he is a Republican.

BENJAMIN SNOW, a rancher of Douglass Township, was born in England in 1826, a son of William and Ann (Draper) Snow. They emigrated to America in 1834, and the father was accidentally drowned in the Erie Canal while on their way to Ohio. He was buried in Buffalo, and the family moved on to Ohio, where they settled, the widowed mother, by a later marriage, becoming Mrs. John Perryman. The children of the first marriage who survive are,—Willam, a rancher of Stanislaus County, and Ann, now Mrs. William H. Walker of this township, besides the subject of this sketch. The family, with two sons by the second marriage, Charles and John, came to California in 1851; Benjamin and William Snow went into the freight business from Stockton to the mines, in which they continued some six or seven years. In 1861 they pre-empted 160 acres each in this township, adjoining quarter sections. Some years later Benjamin bought his brother's section, thus securing 320 acres in one body, which he still holds. The land is adapted to fruit as well as grain, but Mr. Snow raises only the latter and a few horses for the market.

Mr. Snow was married in October 1857, to Miss Elizabeth Myers, a native of Iowa, daughter of Sanford and Sophronia (Deardoft) Myers. The Myers family came into San Joaquin County in the '50s, where the father died aged sixty-three. The mother, born about 1829, is still living. Mr. and Mrs. Snow are the parents

of three living children, viz.: William Benjamin, born 1860, was married in October, 1884, to Miss May Kelly, a native of this county, and daughter of John and Catherine (Cain) Kelly, of this township. They have two children,—Walter Benjamin, born December 27, 1886, and Herbert Raymond, September 9, 1888. The second and third children of Mr. and Mrs. Snow are Ella Belle, and Alice Birdena, now Mrs. Arthur Foster, of San Francisco. The mother of Mr. Snow died in September, 1882, aged seventy-four years.

RALEY EARLY WILHOIT, senior member of the firm of R. E. Wilhoit & Sons, searchers of records, conveyancers and real estate agents of Stockton, was born in Jefferson County, Kentucky, March 1, 1831, a son of Julius and Lucy (Ewell) Wilhoit. Both parents, born and married in Virginia, moved first to Kentucky and afterward to Edgar County, Illinois, being among the early settlers of that county and after some years the owners of 800 acres. They had eight children, of whom one died in infancy; seven grew to maturity and three are living in 1890. The father reached middle life and the mother lived to be seventy-five. Of the seven children, Orville, born in 1819, died in 1886; John Rufus, born in 1824, is living on his farm in Edgar County, Illinois, in 1890; Nancy, born in 1826, by marriage Mrs. Stoneburner, of the same county, is also living in 1890; Julius J., born in 1835, enlisted in the Union army in 1861, was taken prisoner at the battle of Chickamauga, and died in prison about 1864, leaving two children, one of whom is Oscar Lessure, M. D., of Detroit, Michigan, and the other is the wife of George Shedd, a merchant of Danville, Illinois. Lovell Wilhoit, a farmer and stock-dealer of Edgar County, Illinois, died there at about the age of fifty, leaving a son and daughter. Grandparents Wilhoit lived to an advanced age. The grandfather was a native of Virginia and of German descent. R. E. Wilhoit, the subject of this sketch, was brought up on his father's farm and educated in the district school, afterward serving two years as a drug clerk in Paris, Illinois, where he also attended a local academy for a short time. He set out for California in 1850, one of a party of about 100 men, who left Paris late in March, St. Joseph, Missouri, early in May, and arrived in Placerville on the 8th of August. Here Mr. Wilhoit made his first experiment in mining, but only for a week or two, when he proceeded to Mokelumne Hill, where he mined that winter. In the spring of 1851 he went to Amador County, near Jackson, and thence to Willow Springs, near Folsom, in Sacramento County. On the 8th of May, 1852, he came to Stockton, which has been his home ever since, though he did farm work that first summer, three miles out of town on the Calaveras. In the winter of 1852 he went into the business of freighting between this city and the mines near Sonora. During the high water of that season he was obliged, on two trips, to convey his goods by boat to French Camp, and there transfer them to his wagon. He was engaged in that line some nine years, during the last six of which, with a partner, under the style of Bostwick & Wilhoit, the business assumed larger proportions.

Mr. Wilhoit was elected Recorder of San Joaquin County in 1861, entering on the discharge of his duties on the first Monday in October of that year, and retaining that office by two re-elections until the first Monday in March, 1868. On the expiration of his third term he went into his present business, in which he has been engaged twenty-two years. Meanwhile he served as a member of the city council from 1870 to 1873, being its chairman for two years, and as a supervisor of the county from 1872 to 1878, being chairman of that body three years. He was elected a member of the Board of Education of this city, under the new charter in 1889, and is president of the board. He has been an Odd Fellow since 1859, a Freemason since 1865, and a member of the Pioneer So-

ciety since 1879. He has been president of the Pioneers for one term and their treasurer since 1887.

Mr. Wilhoit was married in Stockton, October 7, 1861, to Miss Delia Dwelly, born in Machias, Maine, in 1844, a daughter of Luther and Susan (Hanscom) Dwelly. The father, reared and married in Maine, and born there or elsewhere in New England, died comparatively young. The mother, born in 1816 (by second marriage Mrs. Peter Munson), is living in Elko, Nevada, in 1890. Mrs. Wilhoit died January 14, 1872, leaving three sons and one daughter, all living in 1890. Mr. Wilhoit was again married in Stockton, December 11, 1873, to Miss Jeannette French Tilton, born in St. John's, New Brunswick, in 1849. Her father, born in the United States about 1802 and for many years a shipping merchant of St. John's, New Brunswick, is still living in 1890; her mother, by birth a Miss Scammell, of England, died in November, 1888, aged seventy-eight years. By this second marriage Mr. Wilhoit has two daughters, having lost one boy, R. E., Jr., born in 1883, and deceased in 1889. His six living children, all born in this city, are in the order of their birth, as follows: George Ewell Wilhoit, born March 17, 1863, was educated in the public schools, including the high school, and afterward took a course in the Stockton Business College, from which he graduated in 1879. His health having been somewhat impaired, he went to the Sandwich Islands, and his health becoming improved he went into the banking house of Bishop & Co., of Honolulu, where he served as receiving teller for one and one-half years. Returning to Stockton in 1883, he entered the counting-room of his father, and was admitted as a partner in the firm of R. E. Wilhoit & Sons, May 1, 1886. He is a member of Stockton Parlor, No. 7, N. S. G. W. and of Charity Lodge, No. 6, I. O. O. F.

Eugene Lovell Wilhoit, born December 6, 1865, graduated at the Stockton High School in 1883, and spent a year in the University of the Pacific at San Jose, when he became a clerk in his father's office, and was admitted a partner in the firm of R. E. Wilhoit & Sons, May 1, 1886. He is a member of Stockton Parlor, No. 7, N. S. G. W.

Arthur and Alice Wilhoit are twins, born September 28, 1868. Miss Alice is a graduate of Mills' Seminary, near Oakland, and Arthur, educated in the public schools and the business college of this city, has been a clerk for his father and brothers since 1888. Mary Lucy, born March 28, 1875, and Elsie Graham Wilhoit, born April 7, 1877, are being educated in the Stockton schools. The Wilhoit family attend divine worship in the Episcopal Church.

JAMES HUDSON SMYTH, of Cedar Grove, deceased. The subject of this sketch was a native of Ireland, born in County Antrim, February 9, 1822, son of Samuel and Mary (Adams) Smyth. The mother died in 1865, aged eighty-five, and the father was over seventy at his death, some years before. They gave their children excellent education one of their sons, Samuel, becoming a Presbyterian minister. He was pastor at Draperstown, in his native land, for forty years, from the age of twenty-two until his death.

James Hudson Smyth, the subject of this sketch, came to America about 1842. He was in Texas five or six years, and served in the Mexican war some nine months. In 1849 he came to California, and after a brief trial of mining went to teaming. In 1850 he bought the ranch where his family still reside, eight miles east of Stockton, increased before his death to 1,000 acres, besides a ranch of 730 acres near Peters. He was the pioneer farmer in this section. In 1859 he returned to Ireland and was there married, early in 1860, to Miss Caroline Maud Smyth, born in the north of Ireland of English descent, November 27, 1835, daughter of John and Mary (Loughlin) Smyth, of the same name, but not near of kin. They came direct to Stockton, and Mr. Smyth built

the home which his family still occupies at Cedar Grove. There was an old house on the place that had been brought around Cape Horn. From 1860 onward Mr. Smyth devoted his time to farming and the care of his family as it grew up around him. Being a Democrat in politics, and somewhat given to self-sacrifice, he lead the forlorn hope of that party for Assembly, when there was no prospect of being elected.

Mr. Smyth died of heart disease, April 19, 1885, leaving six living children. One child, Gracie Isabel, had died in 1870, aged four years, and another, Samuel Edgar, had been accidentally killed by his father's plow, November 1, 1884.

CHARLES BLISS SUTLIFF, a rancher of Dent Township, was born in Pennsylvania, April 3, 1834, a son of Ransley and Catherine (Barnhart) Sutliff. The father was a farmer and moved to the state of New York before the close of 1834, and thence to Redding Township, Hillsdale County, Michigan. There he farmed and conducted the Half-way House, so called because it was midway between Willard's and Allen's prairies. In the forties he removed to Clinton County, in the same State, where he bought a farm in Bingham Township, and afterward owned 160 acres in Victor Township. Selling these he bought seventy-three acres in Bingham, about four miles southeast of St. John's. Afterward moved to Greenville, Ionia County, and then to Muskegon, about 1865. Finally he bought and farmed a smaller place of forty acres at Mount Pleasant, Isabella County, Michigan, where both parents died, the mother on the farm in 1884, aged eighty seven, the father, born in Connecticut, August 12, 1795, died in the village of Mount Pleasant, Michigan, July 13, 1887. He had fought in the war of 1812, and was in the receipt of a modest pension of $8 a month for fifteen years before his death. They raised a family of four sons and two daughters, all living at the present time (1889) except the oldest, William Barnhart Sutliff, who died in Newaygo City, Michigan, in 1885, leaving a widow but no children.

Chas. Bliss Sutliff, the subject of this sketch, was brought up on a farm. Two months before attaining his majority he was married, February 1, 1885, in Victoria, Michigan, to Miss Dorliska Beach, born in Massachusetts, October 14, 1835, a daughter of Thomas and Mrs. Melita (Dane—by birth Raymond) Beach. The parents removed from Massachusetts to Michigan in 1841, and settled in Jackson County. In 1845 they were living in Greenbush, Clinton County, and later in Victor, in the same county. The mother, born in Vermont, October 11, 1795, died in her daughter's house in Bingham, Michigan, 1862; the father, born in Connecticut, August 5, 1788, died near Stockton, November 27, 1879. The grandfather, Elisha Raymond, was a Revolutionary soldier who lived to be quite old, and his wife, Abigail, who survived him, was over ninety at her death.

In 1858, C. B. Sutliff bought a forty-acre farm in Bingham Township, Clinton County, Michigan, and farmed until 1868, when he sold out. In 1869 he came to California by railroad with his wife and six children. He rented some land five miles east of Stockton and has resided in this county ever since. The drought of 1871 put him back, and in 1873, on expiration of his lease, he went to work on a farm for wages, and remained so employed about eighteen months. He then rented 320 acres twelve miles east of Stockton on the Sonora road, which he kept four years. In 1878 he bought the ranch of 720 acres he now occupies near the French Camp road, twenty-five miles east of Stockton, and moved there on October 1, of that year. It is good wheat and barley land, yielding twenty-three bushels of wheat to the acre in 1889.

Mr. and Mrs. Sutliff are the parents of seven living children, namely: Lovica D., born March 19, 1856, now Mrs. John F. Rogers of this Township; William Henry, born May 6, 1858, married December 4, 1880, to Miss Katie Ash-

burn, who have three children,—Ralph Ashburn, born September 9, 1881; Ethel Jean, August 30, 1883; Clarence Luther, May 16, 1886. Of the children of Mr. and Mrs. C. B. Sutliff, the third is Stella E., born November 28, 1859, married December 18, 1889, to C. W. Thompson, who lives with her parents; the fourth is Charles Luther, born September 10, 1861, was married September 19, 1888, to Miss Carrie Weaver. The others are Sherman D., born April 20, 1864; Byron P., April 6, 1868; and Lulu May, born March 7, 1872; these three are also living at home.

L. H. LANG, the leading undertaker of Stockton, is a hale fellow well met, and though of English birth is thoroughly Americanized. Says California comes next to the Garden of Eden. His parlors are well stocked, and both rich and poor can be accommodated at any time.

JAMES GILLIS, President of the California Navigation and Improvement Company, is a native of New York State, born in Franklin County, June 10, 1828, his parents being Duncan and Margaret (McIntyre) Gillis. Both parents were natives of Scotland, were reared and married there years before coming to America. The father was on board a British man-of-war when young, and followed the sea to a greater or less extent until he had reached the age of twenty-five years, when he settled down in his native country for a time. The fifth child was born on the ocean while he was removing his family to America. He settled in Canada, on the upper bank of the St. Lawrence river. He afterward moved upon an Indian strip which was then unsurveyed; it was found that this land was a portion of the United States and Canada, and divided as such to the respective countries. He died there in 1857; his wife preceded him, her death having occurred in 1850. The town of Fort Covington stands where they lived, and three of their sons are now citizens there.

James Gillis, with whose name this sketch commences, was the eleventh in order of age of his parents' thirteen children. He was reared at his native place, and received his schooling there. He remained on the home farm until 1848, when he left to make his own way in the world. He went to New York city, and after remaining there awhile went down to Massachusetts, and traveled considerably through that State. While there he got word that his mother's health was failing, and returned home. Her death occurred while he was there. In 1851 he sailed from New York on the steamer United States, on his way to California. From Aspinwall he proceeded by a small skiff to Gorgona, thence afoot to Panama, reaching there about 9 o'clock on the second night, having walked all the way through the mud, and in a heavy rain. He was detained on the Pacific side while the steamer made one trip to San Francisco and back, in all about three weeks, then boarded the Winfield Scott, and landed in San Francisco in July, 1851. After two or three weeks in the city he proceeded to Stockton, and from there to Columbia, Tuolumne County. There was no water and very little mining; he obtained work wheeling sawdust out of a saw-mill. He was next "promoted" to cleaning lamps in the office, and finally became engineer, which position he held during the latter part of his eight or nine months' experience in the mill. When the rains came he went to mining, and fared pretty well while mining was plentiful, clearing from $5 to $100 per day. He mined steadily about a year, and then engaged in the manufacture of soda water, in connection with a company who had brought their machinery out with them from the East. He was so engaged about four or five years, and then he and a partner established a similar business in Sonora. He had been meantime engaged in quartz mining; and in 1865 sold out his soda water business and embarked altogether in quartz mining, in com-

pany with three others, about sixteen miles from Sonora, in Sugar Pine District. About three years later they sold out the business, and Mr. Gillis came to San Joaquin County. He looked around for a year before investing and loaned some money out.

Six months later he rented some houses, and commenced storing grain, he having many friends who desired to store with him. He stored grain for Donald Davidson among others, and looked after mining for him as well. He followed warehousing one year, and in 1865 embarked in general farming on his present home ranch, which is situated three miles from Stockton, on Copperopolis road. This tract now consists of 360 acres, he having sold 700 acres adjoining it in 1887. He also has 100 acres lying south of the tract aforementioned. In 1888 Mr. Gillis was elected to the presidency of the California Navigation and Improvement Company. He claims no experience in this line, bringing to the position solely the experience of a successful man of business.

Mr. Gillis has been an active man all his life, and has been connected with many enterprises out of his regular line of business. In 1862 he and a partner brought a band of fine horses to this county from the East, overland, among which were two stallions for which they paid $1,000 a piece. One of them died shortly after arriving here. They also shipped a lot of buggies, fifty in number, from the East around Cape Horn, but on arriving here they found they were not what they had ordered. They were not what the miners wanted either, and they disposed of them at a loss, the last ones being sold at auction in San Francisco. Mr. Gillis, while taking at all times a proper interest in public affairs, has never been, in any sense, a politician, and has never held a political office in his life. He made his start in this State, and is a thorough Californian.

Mr. Gillis was married in 1863 to Miss Mary Taggert, a native of Michigan, who died in this county. There are two children by that marriage living, viz.: Jessie and Edna. His present wife's maiden name was S. A. Hayes, a native of Ohio. They have three children, viz.: Jeanette, Merren and James McIntyre.

CHRISTOPHER HENRY HARROLD, a rancher of Douglass Township, was born in England, September 28, 1843, a son of C. B. and Charlotte (Shelton) Harrold, natives of Syston, in Leicester, both now deceased. The family emigrated to New Zealand late in 1848, the voyage around the Cape of Good Hope consuming five months. They were only nine months in that country when, the news of the discovery of gold in California being fully confirmed, they sailed for San Francisco, where they arrived in May, 1850, after a voyage of six weeks. Thence they came to Stockton, where they remained until October. In partnership with Henry Thornlac, C. B. Harrold purchased the Oak ranch, and kept a wayside tavern known as the Blue Tent, on the Mokelumne Hill road, about two miles east of Bellota. In 1851 they erected a more permanent structure, which was used as a tavern for five or six years, though the travel had dwindled away after 1853. About the close of 1855 the elder Mr. Harrold bought out his partner's interest in the ranch, and personal property for about $3,000. They had long been associated, having learned the trade of cabinet-making together in England. Mr. Harrold now gave more attention to his farming, finding a market in the mining regions to the east. He did his own teaming to and from the mines, with such other work in that line as happened to come in his way. In 1869 he went into the sheep-raising industry, keeping a herd of from 1,800 to 2,000 head, for which the chief market was San Francisco. Wool fluctuated in price from 6 to 16 cents a pound, but in 1872 rose to the unprecedented figures of from 40 to 60 cents. The family moved to Los Angeles in 1876 for the benefit of the parents' health, and remained there until 1881, except C. H., who returned to farming in this section in 1879.

The father died December 6, 1883, aged sixty-seven, and was followed a year later, December 5, 1884, by the mother, who was six months his junior. They had been married more than forty years, and had brought up a family of four daughters and one son, the subject of this sketch: Emily Rachel, now Mrs. Albert C. Doan, of Los Angeles; Mary Harriet, now Mrs. Austin C. Shafer, of the same city; Julia E., now Mrs. H. W. Sylvester, of Stockton; Charlotte Jeanette, now Mrs. Dean, of that city.

C. H. Harrold, the subject of this sketch, received a fair education for the time and place in which his lot was cast forty years ago, and was brought up to farm work. Upon the death of his father he inherited equally with his four sisters, most of whose shares he has since purchased. He owns 200 acres at the home place, of which 120 are bottom land, and 1,280 of foot-hill "plains" farther south, on which he mostly raises wheat, with cattle, sheep and hogs for the market, besides a few horses chiefly for his own use.

Mr. C. H. Harrold was married February, 1885, to Miss Mary Harker, of Oakland, a native of Canada, where both her parents died, the father in his eighty-fifth and the mother in her eighty-third year. Mr. and Mrs. Harrold have one child, Mary Amantha, born December 19, 1885.

ROBERT F. GREEN, farmer of Elliott Township, was born in Allen County, Kansas, August 9, 1861, the son of Jasper W. and Sarah E. (Carlisle) Green. Jasper Green was a native of Alabama, born December 7, 1835. He was in the mercantile business in Arkansas for five years, then went to Kansas and carried on farming there. Came to California in 1864. While in Arkansas he was married April 8, 1858, to Sarah Carlisle, a native of Washington County, Arkansas, who was born December 29, 1842. They have a family of five children, four of whom are living, viz.: Mary, wife of W. Snider; Lochie, wife of H. Ellis; Newton, and our subject. The father died at the old homestead in 1887, leaving the place, which contains a half section of well-improved land, situated between Lodi and Lockford, to Robert F., the subject of this sketch. Robert is one of the most industrious and prosperous farmers of this county, and is well thought of by all.

FRANCIS MARION FUQUA was born in Ralls County, Missouri, September 4, 1848, his parents being Alfred G. and Mary A. (Wilson) Fuqua, the latter a Kentuckian by birth. Alfred Fuqua was also a Kentuckian; when he was quite young his parents moved to Missouri, where he grew to manhood and was there married. In 1854 he came with his family to California, crossing the plains with ox teams. They proceeded to Pleasant Valley, El Dorado County, where Mr. Fuqua died two months later. The family consisted of five sons and three daughters, of whom one son and one daughter is now deceased: the others are at present residing in San Joaquin and Calaveras counties. Mrs. Fuqua finally came to this valley and settled on a part of Justus Schomp's place, where she remained up to within eight years ago, when she exchanged places with Schomp, and removed to her present place, situated a mile east of Cherokee Lane, containing 160 acres.

Mr Fuqua was six years old when he crossed the plains with his parents. He made his home with his mother until he was eighteen years of age, during which time he was employed at farm work, clearing up the land and clearing away the brush. Having a boy's natural instinct for sport he traveled all over the country chasing jack rabbits with dog and gun. When eighteen years old he apprenticed himself to the blacksmith trade, under James Sturgel, of Woodbridge, with whom he remained about a year and a half. He then opened a shop of his



G. A. Shurtleff M. D.

own at Liberty, on Dry Creek, where he carried on the business for about two years. He then quit blacksmithing and went to farming, first renting his mother's place for two years, then rented the place on which he now is for two years. At the expiration of the two years he bought the ranch, and has devoted his whole attention to farming up to the present time. When he first took the place there was nothing on it, and having no capital he went at it himself, cleared away the brush and farmed it. Suffice it to say that since that time he has paid for it and made all the improvements himself, all through his own energy and industry.

Mr. Fuqua was married in 1873 to Mary F; Wilson, a native of Mason County, Missouri, where they were married. Their family consists of five daughters and one son—one son being deceased. They are as follows: Delbert, born December 16, 1874, died November 20, 1875. Alice, born April 16, 1876; Lena May, May 1, 1879; Mertie, December 3, 1880; Jessie Pearl, May 28, 1882; Elsie, January 28, 1885; and Francis Marion, March 9, 1889.

DAVID T. RAY, a farmer of Union Township, was born June 1, 1835, in Adams County, Illinois, a son of David and Rachel (Thomas) Ray, both natives of Kentucky, who moved to Adams County, Illinois, and in 1854 came across the plains to California; they bought 160 acres of land situated on the Lower Stockton road, about eight miles north of Woodbridge. The father followed stock-raising until his death, which occurred in April, 1880, his mother having died in 1866. When seventeen years of age our subject crossed the plains to Hangtown, where he engaged in mining for two months. He then took up a ranch in the southeastern part of Sacramento County, and engaged in the cattle business for three years. Disposing of this he came to this county and purchased the ranch of 500 acres, situated on the Lower Stockton road, about eight and a half miles from Woodbridge, where he now resides. He is one of our most extensive stock-raisers and grain-raisers.

He was married to Miss Gilmore, a native of Lee County, Iowa, born May 13, 1851. They have eight children viz.: Rosela, Alice B., Lorenzo D., William T., Bennie E., Lilla M., Estella and Clarence A., Two of the daughters are married; Estella, the wife of E. B. Cox, and Rosela, the wife of A. Jenks.

GEORGE AUGUSTUS SHURTLEFF, M. D.—Among the representatives of the learned professions mentioned throughout this volume, some have achieved State and even National prominence to such an extent as to render biographical mention of them worthy of works of much wider scope than any local history. An example in point is the gentleman whose name heads this sketch. Yet so intimately identified has he been with Stockton from the pioneer days, and so much of his life-work has been accomplished here, that more than passing notice of his career and of his antecedents becomes valuable and indeed essential in a history of San Joaquin County. From manuscripts and published records of undoubted authority this genealogical and biographical sketch has been for the most part compiled.

Dr. G. A. Shurtleff was born on the ancestral estate in Carver, Plymouth County, Massachusetts, August 5, 1819, a son of Charles and Hannah (Shaw) Shurtleff. On both sides he is descended, without admixture, from old settlers of New England, members of the first successful colony, that of Plymouth. The name Shurtleff has been found in old records of the Plymouth Colony, spelled in various forms, and therefore at times incorrectly, something which often occurs when those doing clerical work write names from sound. The natural evolution of the language may also have cut some figure. In some cases the name is quite distorted by the spelling, and it appears in differ-

ent places respectively as Chyrecliff, Shiercliff, Shirtleff, Shirtley, Shurtlef and Shurtleff.

The founder of the family in this country was William Shurtleff, who was born in England (probably in Yorkshire) about 1619. He landed at Plymouth, Massachusetts, some time prior to 1635, a youth in his 'teens. He is on record as having been enrolled for military duty there in 1643, and also as having been "married unto Elizabeth Lettice, October 18, 1655." While at Plymouth his estate was at Strawberry Hill, near the Reed Pond, not far from the boundary line of Kingston. He afterward moved to Marshfield, where his name is of record in 1664. He died there June 23, 1666, being killed in a severe tempest by a stroke of lightning. In the marriage record referred to, his name is written Shirtley. He is said to have written it with one final "f,"—Shurtlef,—and one of his grandsons added an "f," since which the name has been spelled, as now, Shurtleff. It is so spelled on the tombstone, at Plymouth, of William Shurtleff, the eldest son of the above first settler, who died in 1729.

William and Elizabeth (Lettice) Shurtleff had three sons—William, Thomas and Abiel. The latter, born in June, 1666, at Marshfield, was married in January, 1696, to Lydia Barnes, a daughter of Jonathan and Elizabeth Barnes, of Plymouth, who bore him seven sons and three daughters. Their son Benjamin (1st), who was born in 1710, was the great-grandfather of the subject of this sketch. To supplement this genealogical record it will be necessary at this point to turn back and refer to other of the original families of the old colony. Isaac Allerton and his family came in the Mayflower to Plymouth in 1620, among whom was a daughter, Mary. She in due time was married to Thomas Cushman, who, at the age of fourteen years, came in the ship Fortune in 1621 with his father, Robert Cushman. Among the children of Thomas and Mary (Allerton) Cushman was Elkanah, who had a son named Josiah Cushman; and of the children of Josiah Cushman was a daughter named Susannah Cushman, who was married to the aforenamed Benjamin Shurtleff (1st), and was the great-grandmother of the subject of this sketch.

Thus it will be seen that by this union the veins of this branch of the Shurtleff family received an affluent from a conspicuous source, more remote in the past than the point to which the family name can now be traced. Isaac Allerton and Robert Cushman were leading and historic characters in connection with the Puritans, not only as regards their settlement in the "old Colony" of Plymouth, but in their native England, and in their chosen exile at Amsterdam and Leyden. They lived in the Elizabethan age. Thomas Cushman, son of Robert, was born in 1607, the year in which, according to Shakespearian commentators, "Antony and Cleopatra" and "Timon of Athens" were written, and nine years before the death of Shakespeare. Hence his father, Robert Cushman, was strictly a cotemporary with Shakespeare. Charlotte S. Cushman,—mentioned because so widely known,—who honored the stage more than any other woman America has produced, was a descendant of these Cushmans.

To resume the original thread, Benjamin (1st) and Susannah (Cushman) Shurtleff had a son, Benjamin (2d), who was born in 1748, and who, being an only son, inherited his father's estate in Carver, on which his life was spent. His son, Charles, the father of our subject, was born there, October 20, 1790. He was reared on his father's farm. Soon after his marriage to Hannah Shaw, he removed to New Hampshire and entered upon a mercantile career. Abandoning this, he returned to Carver, Massachusetts, where he died at about the age of fifty, being an exception in the Shurtleff family, most of whom have reached the scriptural threescore years and ten, or more.

The above is a mere genealogical outline, necessary in introducing the sketch of a pioneer of California, a descendant of some of the first settlers of the Atlantic coast, and of necessity brief, though much of interest could be written of members of the family who have attained

more than local distinction in various walks of life, especially in literary and professional pursuits. Rev. William Shurtleff, a grandson of the first settler, was a graduate of Harvard about 173 years ago (1717), when such an education was a distinction. Roswell Shurtleff was a graduate in 1799 and also a professor of Dartmouth College during the period when Daniel Webster and his brother Ezekiel were students there; and his reminiscences of the college life of these famous alumni are published in one of the biographies of the great statesman. Dr. Benjamin Shurtleff, an eminent physician of Boston, a brother of the father of our subject, was the founder of Shurtleff College, at Alton, Illinois, to an extent which caused his surname to be given to the institution. His son, the late Dr. N. B. Shurtleff, was mayor of Boston two terms and did much in aid of the progress of the city, but is more distinguished for his exhaustive genealogical and antiquarian researches and for the accuracy and value of his writings on these topics. Our subject has had two uncles, five cousins and a brother who were regular graduates in medicine—the latter the well known Dr. Benjamin Shurtleff, of Napa, who has been in practice in this State over forty years, having been in the meantime a State Senator, a member of the last Constitutional Convention, and who has been for many years past, and still is, the President of the Board of Directors of the Napa State Asylum for the Insane.

Dr. G. A. Shurtleff, with whose name this sketch commences, began his education in the local schools at Carver, Massachusetts, and afterward attended Pierce Academy, at Middleborough. He taught school two years, and meanwhile commenced the study of medicine in the office of his cousin, Dr. Samuel Shaw, of Wareham, Massachusetts. He then entered the Berkshire Medical Institution, in Pittsfield, Massachusetts (which was connected with Williams College at Williamstown,) and afterward the Vermont Medical College in Woodstock, from which he graduated in 1845. He practiced medicine in Wareham, Massachusetts, nearly four years, and while residing there served upon the Board of Education, a post with which he had been honored in his native town when just past his majority. The California gold fever struck him with sufficient force to induce his joining the tide of emigration then setting in for the western shores. He left his eastern home April 19, 1849, for California on the ship Mount Vernon, of Matapoisett, by way of Cape Horn, and arrived in San Francisco, October 2, 1849, and in Stockton the 12th of the same month. He went to Tuolumne County and tried his luck in mining for a few weeks, then came to Stockton, remaining a short time. Returning again early in 1850, he has made this city his home ever since. He was elected a member of the first city council. From the original certificate of his election, the following copy is made:

"We, the undersigned Judges and Clerks of the election held in the city of Stockton, on the first day of August, eighteen hundred and fifty, do hereby certify that at that election G. A. Shurtleff was duly elected Councilman.

"B. A. Hoxey,
"John M. Burdsall, } *Judges.*
"George R. Howell,

"F. C. Andrew, } *Clerks.*
"T. S. Manley,

"Stockton, 3d August, 1850."

Having completed his term in that capacity the Doctor was again elected a member of the second city council of Stockton, but soon after resigned.

In those early days of California, society had not settled down into homogeneous shape and thus it came about that university graduates and men educated for the professions were for some years hardly to be distinguished, if those were judged only by their vocations, from those trained for and accustomed to less pretentious callings. Dr. Shurtleff was not altogether an exception to the general rule though he never entirely relinquished the practice of his profession.

He became, however, connected with an asso-

ciation of men who had come to the country together, possessing ventures in various kinds of property, who had formed what was styled the "Mount Vernon Company," which was engaged in merchandising and various other branches of business; and it fell to him not only to assist in managing the affairs of the company, but to close them up after its active business had ceased, and its members had mostly departed.

He was elected Recorder of San Joaquin County in 1855, for two years, and after the completion of his term as a county officer, gave his undivided attention to the profession of medicine, his practice theretofore having been done more as an accommodation to friends than as a means of financial advancement. About this time he formed a professional partnership with the late Dr. Samuel Langdon.

In 1856, his connection with the State Insane Asylum at Stockton commenced. In that year, the Legislature having twice failed to elect directors for the institution, owing to partisan disagreements, the official authority and existence of the sitting board terminated. Whereupon Governor J. Neely Johnson appointed a new board of directors, of which Dr. Shurtleff was one, his commission being dated April 28, 1856. He served for about a year in that capacity, or until the new board was seated.

The Legislature of 1863 elected the Doctor to a place on the board of directors once more, and he was commissioned by Governor Leland Stanford May 1, 1863. On that board he was elected president, and served in that capacity as long as he was a member. For the information of the Legislature of 1864–'65, replying to adverse criticism which portended ill for the asylum he prepared a paper on the conduct of the institution generally, which disarmed the adverse assaults, and created a revolution in sentiment of that body. One weapon of the assailing party was the alleged unhealthfulness of the Stockton climate, but the Doctor effectually squelched this objection with the others. From that time on, his recommendations and suggestions for the welfare of the asylum were accorded that respect and attention so necessary in the management of a great public charge.

On the 1st of August, 1865, at a joint meeting of the board of directors and the board of medical visitors, he was elected Medical Superintendent of the institution, and by virtue of said election, it being to a State office, he was also commissioned to the same by Governor F. F. Low. Having resigned his office as director, he assumed the duties of the new position on the 5th of August. On the first Tuesday of April, 1869, he was re-elected, and commenced upon another term of four years. However, the Legislature of 1870 passed a new law governing the matter, which was approved April 4 of that year, and by its terms the time of election for medical superintendent was changed so that a new election was necessary on the 10th of June, 1870, which resulted in the Doctor being again chosen to the position. He was re elected in 1874, again in 1878, and finally in 1882. He held the position until October, 1883, when declining health and weakened energy admonished him to resign, thus closing a career of usefulness in connection with the institution which will always stand as one of the brightest in its history, for it was during this time that the State Asylum for the Insane at Stockton took rank among the best conducted in the country.

The great value of Dr. Shurtleff's services as superintendent is a matter of universal recognition as well as of historic record in connection with the institution.

His resignation was accepted by the board of directors with profound regret, and the action of the board thereon, and the note of the secretary is here given, with the resolutions which it accompanied:

"STOCKTON, October 16th, 1883.

"DR. G. A. SHURTLEFF, *Napa, California.*

"DEAR SIR:—At the meeting of the Board of Directors of the State Insane Asylum, held on the 10th instant, the subject of your resignation being under consideration, Mr. Cutting introduced the accompanying preamble and res-

olutions, which, on motion of Mr. McLellan, were unanimously adopted, and the Secretary ordered to spread them upon the minutes of the Board and to transmit a copy to you.

"Yours very respectfully,

"N. M. ORR, *Secretary.*"

The following are the resolutions:

"WHEREAS, Dr. G. A. Shurtleff, for many years the faithful and efficient Superintendent of the State Asylum, has presented his resignation, and asked to be released from the cares and responsibilities of that important position; therefore,

"*Be it resolved by the Board of Directors*, That it is with feelings of sincere regret that we are compelled to accept the resignation of so competent and trusted an official, and to allow him to sever his connection with the institution whose interests he has so carefully guarded by his unselfish devotion to duty, and untiring labors for the unfortunate who have been the objects of his care.

"That his management of the Asylum over which he has so long had control merits not only the approbation of this Board, but has the unqualified endorsement of the whole people of the State, whose interests he has zealously guarded and whose wards he has attended with parental care.

"That by his retirement the State loses an able and faithful public officer, and all who have held relations with him in an official capacity an intelligent adviser and a genial and courteous friend.

"That the members of this Board gratefully acknowledge the innumerable acts of courtesy and kindness extended them by the retiring Superintendent, and return him their sincere thanks for his untiring efforts in aiding to make the direction and management of this institution a success, and acceptable to the people of the State.

"That it is with regret that we realize that the arduous labors, together with the heavy responsibilities borne by Dr. Shurtleff during the long period of his connection with this institution, have caused an impairment of his physical health; and we sincerely hope that a release from his onerous duties may cause a speedy recovery, and that he may be granted many more years of happiness and usefulness."

While his direct labor in connection with the asylum during so many years were heavy, many other demands were made upon his time and attention from other sources in the line of his profession, which it has always been his aim to promote, and much has been accomplished as a result of his efforts. He was author of the bill which was passed by the Legislature of 1872, providing for a second asylum for the insane of California, and providing for its proper government. On the 10th of April, of the same year, in pursuance of this act, he was appointed by Governor Booth one of the three commissioners to select a location for it, which resulted in the establishment of the "Napa State Asylum for the Insane," his colleagues being the late Judge Swift, of Sacramento, and Dr. E. T. Wilkins, the present Superintendent.

In 1872 he was elected president of the "Medical Society of the State of California," and as such recommended in his annual address in April, 1873, an addition to its organic law, providing for a Standing Committee on Mental Diseases and the Medical Jurisprudence of Insanity, which was promptly adopted. He had previously assisted in the revival of said society, after its years of suspension, and was its first vice-president, upon its reorganization in 1870.

On the 2d of June, 1873, he was elected Professor of Mental Diseases and Medical Jurisprudence in the Medical Department of the University of California, which appointment is understood to have been made on the recommendation of the then president of the university, D. C. Gilman, now president of the John Hopkins University, and at the request of the medical faculty of the department. Not accepting the position at once and taking time to prepare for its duties, he delivered his first course of lectures in 1875, and continued his lectures

annually until his sudden failure of health in 1883, when he was compelled to withdraw from the active duties of his chair. But his resignation was not accepted until March 2, 1886, when, at the date of its acceptance by them, he was appointed by the Board of Regents to be Emeritus Professor of Mental Diseases and Medical Jurisprudence, which honorary position he now holds. In addition to the foregoing it may be added, to correspond with the official reports of the University, that on the reorganization of the medical faculty, in 1878, Dr. Shurtleff was re-elected to, or continued in, the chair he had been occupying.

As a member of the Association of Medical Superintendents of American Institutions for the Insane, he attended and took an active part in the meeting of the association held, respectively, at Madison, Wisconsin, in 1872, Baltimore in 1873, and New York City in 1880.

He took a leading part in the organization of the "San Joaquin County Medical Society," in 1875, and was its first president.

As an active member of the "American Medical Association," he was elected, in June, 1876, the sole delegate for the State of California to the "International Medical Congress as their representative therein, for and during the year from the 6th day of June, 1876." But owing to the demands upon his time as the medical superintendent of the asylum under his charge, he did not attend this congress of medical representatives of all nations.

He helped organize the San Joaquin Valley Society of California Pioneers, and was its first president. He is also a member of the "California Society of Pioneers," San Francisco, and of the "California Historical Society."

At the time of the organization of St. John's Protestant Episcopal Church, in 1851, he was elected vestryman, and he has been elected every year since, making a service for the extraordinary period of thirty-nine years.

He belongs to other organizations for charitable and humane objects, and has held official stations therein. But, they not being public in their operations, a detailed recount of his connection therewith may be without interest or importance to the general community.

Dr. Shurtleff has been an occasional contributor to the literature of his profession for many years, especially to that branch of it which has so long been his specialty.

His communication already alluded to, designed to convey more full and correct information concerning the State Insane Asylum and the climate of its locality, to the Legislature of 1864–'65, was published by that body. His address before the State Medical Society in 1873 on the subject of "Medical Jurisprudence of Insanity," was ordered published for distribution by a vote of the society without reference to the usual committee, to the extent of 3,500 copies. In 1876 he read a paper before the same society on the "Obscure Forms of Epilepsy and the Responsibility of Epileptics," which was published in the proceedings in full. In 1877 he read a paper before the San Joaquin County Medical Society on "Suicide," which was published by the society.

In 1878 he delivered the annual address in behalf of the faculty at the commencement exercises of the Medical Department of the University of California, taking for his subject the "Elements of Professional Success," which was published in the medical journals and in pamphlet form by request.

His official Asylum Reports, respectively, either as director, in behalf of the board, or as medical superintendent, in all cover a period of twenty-one years, his first being the directors, report for the year 1856.

During the time embraced in the above statement he contributed a number of other papers, reports and communications to the State and to the county medical societies, and to other channels of publication, on medical and sanitary subjects. But his systematic and more important services of this kind, were performed in the delivery of his annual courses of lectures, while filling the chair of Mental Diseases and Medical Jurisprudence, in the Medical Department of

the University, between the years 1874 and 1883, as before stated.

The Doctor was married August 5, 1846, to Mary Jane Nye. His wife was the daughter of Rev. Jonathan Nye. She was born in Claremont, New Hampshire, in 1822; but her father was a native of Wareham, Massachusetts, a graduate of Brown University, Providence, Rhode Island, and a clergyman, settled in Clermont at the time of her birth. Her mother was English or Anglo-Canadian, whose maiden name was Rhodes. Mrs. Shurtleff died in Stockton April 13, 1882. She was a devoted and efficient member of St. John's Protestant Episcopal Church. She was prominent in the organization and dispensation of non-sectarian aid to the poor and needy.

Since his withdrawal from the labors and responsibilities of his great charge, Dr. Shurtleff has lived retired from business cares, enjoying a well-earned repose. Having lived in Stockton since the pioneer days and been intimately associated with the city and its people during all that time, he has a place in the hearts of her people such as is held probably by no other man, and on account of his many noble traits of character, is regarded with an esteem amounting almost to affection.

JAMES WASLEY, of Linden, was born March 13, 1819, a son of James and Nancy (Trebilcock) Wasley. They settled in Ohio on a farm owned jointly by Mr. Wasley and his brother-in-law, Frank Trebilcock. Mr. Wasley was a miner in Peru and Brazil, a number of years, and in 1836 moved to Mineral Point, Wisconsin, where he died about 1840, aged under fifty, though belonging to long-lived families, his parents reaching the age of eighty. The widow, by her second marriage, Mrs. Richard Crocker, and again a widow by his death, also at Mineral Point, came to California in 1852 by the Panama route, accompanied by some female members of her family, the others being already on this coast. She died in Linden in 1868, aged seventy-seven. The children of Mr. and Mrs. Wasley were first, John, born in 1816, afterward a supervisor and county clerk of this county, died in 1879, leaving a widow, still living in Oakland, and three children,—Frank A., of that city; Delate, a dentist of Chico, and Emma, the wife of Fred H. Bushy, a glove manufacturer of San Francisco. Second, James, the subject of this sketch. Third, Mary A., afterward Mrs. C. C. Rynerson and since the death of Mr. Rynerson in 1885 known as Mrs. Mary A. Rynerson of Santa Barbara. Fourth, Thomas T., born February 15, 1824, and still living with his brother James in Linden. Fifth, Emma, now the wife of I. S. Hasley, a dentist of Oakland.

James Wasley, the subject of this sketch, received a fair education for the times and is regarded as a well-informed man, having supplemented the deficiencies of formal education by personal effort in an extensive course of reading. With his wife, one brother and one sister and others not related he left Mineral Point, Wisconsin, about the first of April, 1849, for California. At Council Bluffs a company of from eighty to 100 persons was organized and they set out to cross the plains. They encountered no trouble from the Indians or other disaster, except two deaths, one by cholera and the other by accidental drowning. Seven men and Mrs. Wasley crossed the Sierra Nevada, October 13, 1849, having separated from the others at Salt Lake City. In November, 1849, James Wasley went to mining at Weaverville, where he was rejoined by his brothers, John and Thomas T., that winter. In 1850 all three went to Feather river and mined on Nelson creek a few months. In the fall of 1850 James Wasley came down on the Sonora road, and about three-quarters of a mile below what is now Farmington he built the Wisconsin House, having as a partner in the enterprise A. J. Holmes, a carpenter, now of San Francisco. They ran it as a wayside inn for two years, and there Mrs. James Wasley, by birth Miss Clarinda Pleas, died, aged only twenty-four. The building was afterward re-

moved to Peters, where it is still used as a boarding-house. Being rejoined by his brother John in Farmington in 1851, he left him in charge of the hotel and went with his cousin, William Trebilcock, to start a miners' store at Mokelumne Hill. In the summer of 1852 he struck some mining which he devoloped and sold out the store, having previously sold his interest in the Wisconsin House. In the fall of 1852 he came down the plains to the Fifteen-Mile House, now Linden, and with his brothers took up 160 acres of land, three miles above, now known as the Lewis ranch, on the Calaveras. They worked it about four years, raising barley chiefly. In 1856 or '57 he returned to mining in Mariposa County, on the Maxwell creek, a tributary of the Merced. He did not remain long, being driven down to the plains by rheumatism. Again in the mines one season in Amador County, one in Calaveras and one in Tuolumne, he kept on mining, in all about five years. With his brother John and brother-in-law C. C. Rynerson, he bought out the Foreman ranch, originally founded by his cousins, William and John Trebilcock, about 1850. The name was changed to Linden. James Wasley was interested in it with Mr. Rynerson and John Wasley for several years. Rynerson started the first mill in Linden, and in this also Mr. Wasley became interested, as was also his brother John. Finally the mill interest was sold to a mill company of which John Wasley was the manager and in which the other owners of the old mill became stockholders. Of late years the mill has been standing idle, and Mr. Wasley has turned his attention once more to ranching, in which he is joined by his brother, Thomas T. Wasley.

EDWARD DAVIS, deceased July 28, 1866, was born in Ohio, in 1834, a son of Nathan and Susan (Griggs) Davis. The father, accompanied by his two oldest sons, came to California about 1849. The mother with Edward and the other members of her family followed about 1851.

Arriving at man's estate in California, Mr. Edward Davis was quick to appreciate the value of land, and in 1858 he became owner of 320 acres of bottom land on the Calaveras, about three miles above Linden. In 1863 he purchased fifty acres more. In January, 1859, he was married in this township to Miss Martha A. Freeman, born in Illinois, in 1839, daughter of Dr. Hugh K. and Susannah (Brooks) Freeman. The Freeman family came to California in 1857. The mother, born in Kentucky in 1818, daughter of Samuel Brooks, died in this township in 1864. Dr. Freeman, born in Missouri, in 1816, died in Linden, in 1889. His father, Richard, who was a son of Amos, was a native of South Carolina, accompanied the family to this State, in 1857, and died in Rio Vista, Solano County, California, in 1865, aged eighty. His wife, Mary (Patterson) Freeman, a native of North Carolina, was over sixty at her death in 1855.

Mr. and Mrs. Edward Davis are the parents of four children, viz.: Maria, born April 12, 1860, died November 29, 1879; Alice, born November 2, 1861, now the wife of Wilson R. Ellis, editor of the Woodland *Mail*, has one boy, Ralph Freeman, born in 1885.

Albert N. Davis, the oldest son, born October 4, 1862, was educated in Linden and worked on his father's ranch. November 1, 1884, he became the junior partner of the firm of Green & Davis, of Linden. They carried on the business of general merchants with fair success until January 17, 1889, when they sold out, and Albert Davis returned to farming. With a partner he purchased 200 acres of bottom land, adjoining the estate left by his father, in which he is a joint owner with his two brothers.

Edgar Lee Davis, the second son, born March 9, 1865, was educated in Linden and brought up to farming exclusively. He owns an undivided third of his father's ranch of 370 acres. He was married, October 20, 1887, to Miss Laura Middlekauff, born in Ogle County, Illinois, a

daughter of Hiram Edward and Elizabeth (Roher) Middlekauff, both natives of Maryland and now residents of Linden. They came to California in 1879. Grandfather Jacob Middlekauff was ninety-two, and Grandfather Elizabeth (Poffenberger) Middlekauff was eighty-four at death. Mr. and Mrs. E. Davis are the parents of one child, Myrtle May, born August 24, 1888.

Edward Freeman Davis, third son of Mr. and Mrs. Edward Davis, was born February 16, 1867, and educated at Linden, works on the paternal estate of which he is joint owner with his two brothers.

Mrs. Martha A. Wootten. In 1869 Mrs. M. A. Davis was married to John Bivins Wootten, a shoemaker of Linden. Mr. Wootten was born in Delaware in 1822, a son of William and Nancy (Bivins) Wootten. His ancestry is believed to have been American for several generations. John B. Wootten, the son of William, the son of Elijah, the son of John, the son of Peter, the son of Jacob, the son of Edward, who came from England in the year of 1632 and settled in the colony of Lord Delaware. John B. Wootten came to California in 1864. After his marriage he gave attention to farming and came to his death by a kick from a horse. He died September 24, 1887, leaving two children, viz.: Joseph Bivins, born April 15, 1870, and Frank Bivins, born January 17, 1872. After Edward Davis' death Mrs. Wootten bought fourteen acres in Linden, on which she has erected a pretty house for herself and children. She also owns ninety acres of the Davis ranch.

BASILIO.—Among the well-known pioneers of California now residing in Stockton is the gentleman with whose name this sketch commences. He was born at Nice, Sardinia (now a part of France), March 6, 1820. His name has become known as Basilio through incorrect interpretation (by English-speaking people) of its transposition, and the surname should be Laogier, his Christian name being Basilio. However, as the latter is generally understood as his surname it will be used as such for the purpose of this sketch. His father, Charles Laogier, was a wholesale and retail merchant and hotel-keeper. His mother's maiden name was Josephine Moisin.

Mr. Basilio, the subject of this sketch, was engaged three years in the French government arsenals in Africa, and remained at that place in Africa three years longer on his own account in business, as a locksmith and gunsmith. He then returned to France, and after a month in the city of Marseilles, started on a tour of travel. He sailed to Rio Janeiro, and subsequently went to Valparaiso. After one month there he continued his travels to California on the ship La Princesa Belgoiosa, arriving at San Francisco January 22, 1850. He remained in the city one month, then went to Mokelumne Hill and mined seven months. He then returned to San Francisco, reaching there the day after the fire. After spending six months in the city he went back to the mines, and was there engaged for the seven months following. He then came to Stockton and opened a locksmith's establishment. This engaged his attention until 1858, when he embarked in the pack-train business, hauling goods to Murphy's, Virginia City, etc. In 1864 his mules cost him for feed alone $300 a month, and the business became unprofitable. For three nights he worried and studied over his future course, and then determined to change his location. He crossed over to Sacramento, thence to Red Bluff, Colusa, Tehama and Yreka. He then took an Indian trail to Klamath lake; but after camping there two days the Indians drove him away, bothering him for food, etc. Then he journeyed via the lava beds, Warm Springs and Fort Dalles, to Dalles. From that point he sent his pack-train overland to Umatilla, while he himself took a steamer for the same point. He carried a cargo from Umatilla to Bannock City, and subsequently made two more similar trips. He then proceeded to Placerville, to Centerville and to Organs, and on the 25th of

November arrived at Walla Walla during the progress of a heavy snow storm. There he sold his pack-train to some Canadians, in December. He then took a steamer for San Francisco, arriving there about January 10, 1865. He then had his gold dust coined at the mint and returned to Stockton. He embarked in business here, and was for years a broker, a dealer in real estate, and a grocer He is now to a great extent retired from active business pursuits.

Mr. Basilio was married in Stockton, March 27, 1869, to Miss Dionicia Ponce, or, to use the full surname, Ponce de Leon, she being a direct descendant of the great Spaniard, whose name will ever live in history for his great and remarkable achievements. She was born in Chihuahua, Mexico, and is a daughter of Nemesio Ponce de Leon, an extensive merchant and trader during his lifetime. He acquired the black fever, and died in 1847. His widow survived him until 1881, her death occurring in this city. Mrs. Basilio is a lady of rare accomplishments and education, and is quite a linguist, having a superb control of several languages. Mr. Basilio is a member of the San Joaquin Society of California Pioneers. He is a liberal-minded man, and has the mature judgment of one who has traveled much and been much thrown in contact with the world.

HENRY WILLIAM BECKMAN, a rancher of Douglass Township, was born in Prussia in 1851, a son of William Francis and Louisa (Remnart) Beckman. The mother died in Germany in 1866, aged forty; the father, born in 1821, came to this country in 1881. He is a tailor by trade, but is now too old to work and spends his time in visiting his five children, three of whom are farmers in this county, and two are married daughters in San Francisco, which gives him an agreeable change from country to city life, as inclination prompts. Grandfather William Beckman, a farmer, was at the battle of Waterloo, on the side of Napoleon' being opposed to him until the conquest of Westphalia. He was in America from 1852 to 1866, and died in his native land about 1870, at the age of eighty. Two of his sons are ranchers near Lodi, in this county.

H. W. Beckman came to this country at the age of thirteen, with an uncle, who is a rancher at Lodi, then on a visit to Europe. He worked on his uncle's ranch until 1866, and on other ranches until 1872. He then rented land and did fairly well, making some money, besides getting together some stock and implements. In 1880 he bought 305 acres on the plains, raised four crops and sold at an advance. In 1884 he bought his present place of 240 acres, on the north bank of the Calaveras, of L. L. Rumrill, which has advanced about fifteen per cent. on the purchase price. It is all first-class wheat land, with a small orchard chiefly for home use. It reaches the river at one corner. In 1889 he had 190 acres in wheat yielding twenty bushels to the acre. He raises a few head of cattle for the market annually. He has made one visit to Germany, in 1881, and brought out his father.

Mr. Beckman was married in 1881 to Miss Henriette Bohne, a native of Germany, who had come to this country that year. The father died in Germany in 1888, aged sixty years, and the mother, Mrs. Louisa (Kohomore) Bohne, born about 1839, is still living in Westphalia. Mr. and Mrs. Beckman are the parents of two living children, having lost their first born, twins, and one since. The living are: Louisa, born December 18, 1884, and Henrietta, born October 2, 1888.

GEORGE KLINGER, a rancher of Douglass Township, was born in Würtzburg, Bavaria, December 4, 1824, the youngest son of Michael and Barbara (Ott) Klinger. The father lived to be eighty-three, dying in 1847;

the mother died in 1837, aged forty-nine. The father served in the thirty years' war, was a harness-maker by trade, as was also the grandfather, Franz Klinger. Mr. Klinger received a good education and was graduated from a polytechnical school, learning the trade of his father at the same time. He then spent three years in Switzerland, and became enthusiastic for liberty. He thinks the unification of Germany a step in that direction, as "it is easier to reduce one throne than thirty-six" when the people are ready to assert their rights. His father's influence with the military officers enabled him to escape conscription, and he came to America in 1844. He traveled westward to Albany, Buffalo and Chicago, working at his trade in each place. In 1845 he was in Milwaukee, where he made a somewhat longer stay; in Whitewater, Wisconsin, from 1846 to 1848; thence he went to Janesville, where he first opened a shop on his own account in the spring of 1848. This promised more permanence, but the discovery of gold in California somewhat changed all that.

In the spring of 1849, with a company of gold-seekers from Milwaukee, he started for the El Dorado. At St. Joseph, Missouri, the united adventurers organized under the title of the Batcher Rangers, numbering seventy-five men, with twenty-two wagons drawn by ox teams. The men were all from Wisconsin, and were all under thirty years of age. At the sink of the Humboldt Mr. Klinger and fourteen others, detaching themselves from the main body, took the Lassen route and entered California at the head of the Sacramento valley, above Chico, October 8, 1849. Descending the valley, they crossed Feather river at what is now Oroville, and went thence to Bidwell's Bar. Mr. Klinger now went to mining at that point, and there spent the winter. The following season he mined at High Rock, four miles below. When the dry season of 1851 suspended active operations, he with three of his old comrades traveled north, reaching Yreka. Here with one partner he carried on a freighting business by pack mules, about three months, receiving 50 cents a pound for conveying goods from Salem, Oregon, or Shasta, California, to Yreka. On the last trip from Shasta they lost twelve mules with their packs, stolen by Indians, and the mule-back freighting company was wound up. Mr. Klinger then went prospecting on Shasta river, west of Mount Shasta, but finding no encouraging indications, he concluded to return to civilization and the harness business.

About August, 1851, he arrived in Sacramento and went to work at the bench. The work in those days was mostly repairs and the making of pack-saddles. Probably the first horse-collar made on the coast was made that year (1851) by Mr. Klinger. It cost $25, or about eight times what it would cost now; but the block had to be made as well. The firm for which he worked had a shop at Marysville also, and a dissolution of partnership occurring, Mr. Klinger was offered $45 a week, with board, by the partner who took the Marysville shop. The offer was accepted, and he went to work in that town about a month before the place was destroyed by fire, and he lost all his tools, of which he had two complete sets. He also lost all immediate prospect of being paid what he had earned, or the $500 he had loaned his employers. Returning to Sacramento, he went to work in the old shop, but a disagreement arising, he left and went to San Francisco. Not finding work to suit him, he came to Stockton and found a job which lasted all winter. In May, 1852, in partnership with Joseph Harrison, he purchased the shop. In 1854 he bought out his partner, and in 1855 sold out the business. In 1855 he bought the 160-acre ranch on which he still resides, about two miles south of Linden, and afterward 140 acres, which he again sold. He had taken out two or three crops, when in 1858, the prospect being poor and he somewhat in debt, he went back to his trade and was foreman in a shop in Stockton until 1869, the family meanwhile living on the ranch. In 1869 he started a shop in Linden, which he carried on until 1887. He still does a little at his trade for himself and special friends, and has

had abundant reasons to recognize the value of learning a trade.

Mr. Klinger has been deputy assessor for two separate terms, between 1878 and 1885, and has done some insurance, especially for the old Hartford Company (of 1794), since 1882. He has been a school trustee fifteen years. In politics he is a Republican, having been converted by the firing on Fort Sumter. He was a member of the county convention in 1878, and chairman of the Linden primary.

Mr. Klinger was married in Stockton, September 6, 1853, to Miss Maria Augusta Hellmert, of Eisenach, in Saxe-Weimar. Her father died in that city, the home of his ancestors for many generations, aged ninety. Mrs. Klinger came to California direct from Bremen, around Cape Horn, with her mother in 1853. She still treasures as an heirloom a gold watch presented by the grand duke as a token of personal regard, to her father, who was glazier to his highness. His grandfather, Henry, was also in the same line, and lived to about the same age. The mother of Mrs. Klinger died at the home of the latter, June 23, 1889, aged eighty-four. Mr. and Mrs. Klinger are the parents of nine children, viz.: William Henry, born April 19, 1856, married to Miss Belle Goncher, a native of this State, her parents now resident of this township, has a boy and two girls; Sarah, born March 6, 1858, now Mrs. Gischel, of Stockton, mother of one child; Wilhelmina, born July 4, 1859, now Mrs. L. E. Grimsby, mother of three boys and one girl; Mary A., born October 20, 1861, now the wife of Harry A. Little, engineer of Angel's Camp, mother of two girls; John, born July 28, 1863, married to Miss Ora Goncher, resident of Oakland; Matilda, born June, 1865, now Mrs. August Welcher, of Copperopolis, mother of one girl; George Washington, born August 16, 1875, and Charles A., born December 18, 1877. None of the boys have learned their father's trade, though the Klinger family dates back 400 years, with a harness-maker in every generation. That heredity of physical traits is more positive is shown by the fact that one of the daughters is an exact representation of her French great-grandmother. One child died in infancy.

FRED YOST, one of the pioneers in Stockton, is a native of Womelsdorf, Berks County, Pennsylvania, born October 3, 1828, his parents being John and Margaret (Lauer) Yost. His father, a native of Frankfort-on-the-Main, came as a child to Womelsdorf, where, on growing up, he became well-to-do, building a large brewery, which he operated until his death, in 1888, at the age of ninety-two years. The mother of our subject was also born in Germany, and also came to Pennsylvania when a child, living there till her death in 1852. The Lauers are a prominent Pennsylvanian family.

Fred Yost, the subject of this sketch, was reared at his native place to the age of sixteen years, then went to Philadelphia, and after remaining there two years went on board the whaleship Copia, a New Bedford vessel; went on a long cruise to the following places: the Western Faukland Islands, Juan Fernandez Islands, Valparaiso, and thence to Honolulu, Sandwich Islands. During their voyage they captured two large whales. When the ship arrived at the Sandwich Islands, to take in fresh water and provisions, Mr. Yost, not liking the way he was treated, made his escape off to the mountains, remaining there nine days, until he had found the ship had left port, and being cared for by an old darkey who kept a boarding-house. Here he obtained employment as a carpenter, putting up frame houses with canvas tops, for nine months. In March, 1849, in company with two others, he left Honolulu on a little boat, and arrived safely at San Francisco on April 20. Being three weeks in this city, Mr. Yost went on a schooner to Sacramento, and thence footed it along with an ox team to Horse-Shoe Bar, on the American river, where he was engaged in mining from May to October,

being quite successful. He then returned to Sacramento, and after being there one week, he and his partner bought two ox teams and proceeded via Stockton and San Jose to the Redwoods. They got out lumber there, and started a yard for its sale in San Jose. They carried on the business during that winter, but were one day astonished to learn that one of the partners had sold out the entire concern and skipped with the money, leaving Mr. Yost and his partner to pay the hired men. They had no money to pay the men, but the ox teams, and they all agreed that they would sell the ox teams and divide the proceeds among themselves. They came with the ox teams to Stockton in May, 1850, where they sold the teams at auction. Mr. Yost then sought employment from Mr. Day, an old gentleman, who kept a brick-yard on the Mormon slough. After about a year of this employment, he had accumulated enough money to buy an ox team. He engaged in freighting from Stockton to the southern mines, —Sonora, Columbia, Jamestown, Mokelumne Hill and other mining towns, and did very well at the business. He followed this employment for about two years, and then sold his ox team to the proprietor of a saw-mill at Sonora. With this money he bought a number of mules, and went into the business of hauling freight to the various towns, having his office on the levee for thirteen years, until the year 1870, when the railroads were constructed and had killed the freighting business. He then sold his mule teams and made a trip back to Pennsylvania to visit his family and friends. On returning back to Stockton, California, he bought a farm four miles from here and operated it five years, but not finding it profitable, sold out. In 1881 he bought into the San Joaquin Brewery Company, on the corner of Weber avenue and American streets and continued his connection with it until May, 1889, when he sold out to Charles Wirth, who had been his partner.

Mr. Yost was married in Calaveras County, California, in 1860, to Miss Margaret Wolf, a native of Baltimore, Maryland. They have six children living, viz.: Frederick J., Addie C., Charles H., Walter E., Serena L. and Henry L. Mr. Yost is a member of the San Joaquin Society of California Pioneers, and of Stockton Lodge, No. 11, I. O. O. F. In the days of the volunteer fire department, Mr. Yost took an active interest in its affairs. He was for nine years foreman of San Joaquin Engine Company, No. 3, and treasurer for thirteen years, and in 1888, when it was merged into the paid department. He has been an exempt fireman since 1867, but ran with the machine until the volunteer department gave way to the paid department. Mr. Yost, a Republican politically, takes an active interest in city affairs, having served as one of the councilmen in the years 1859, 1868 and 1873.

O. P. KALLENBACH, one of the pioneers of California, residing in Stockton, is a native of Weehawken, New Jersey, born October 31, 1823, his parents being Baltazar I. and Fredericka (Loss) Kallenbach.

The father of our subject was born in Rhinefelden, Switzerland, and partly reared there. He went to the University of Basle to study medicine, and when Napoleon came back from Elba, he was one of those students to leave college and join the forces of the great French commander. He followed the fortunes of the emperor until his star had fallen at Waterloo, and after the battle he left Europe and emigrated to America. He commenced the practice of medicine in New York city, but eventually located at Weehawken. He built up a large practice, and while, during a vacation, he was on a fishing party with several acquaintances, their vessel being on the gulf between New Orleans and Texas, there the boat capsized and all were drowned. That was in 1831. His wife was born in New York, corner of Hudson and Charles streets, July 12, 1800, and died at Weehawken, November 10, 1842. Her father was city surveyor of New York in Revolution-

ary times, and was a well-known figure in New York at that time. A romance in which he (Mr. Loss) figures, explains one of the secrets of a celebrated historical event of that period. After Burr had shot Hamilton, the public idol, in their duel, he came to Mr. Loss, who had been his friend and asked the latter to protect him. Mr. Loss made a place of concealment for Burr in his house, and the latter remained there six weeks. Mr. Loss then had him rowed across the river to his country home at Weehawken. While he was in this retreat, a French frigate was engaged to take Burr to France, and on the second trip this was accomplished without attracting suspicion. Many theories have been advanced as to the method of Burr's escape, but the above is the true version.

Oscar P. F. Kallenbach, with whose name this sketch commences, was reared mainly at Weehawken, and received his education there and in New York city. In 1843 he commenced the upholstering trade at 14 Charlton street, New York, with Henry Portington, and was so engaged for a year and a half. The next summer he had the position of barman at the Elysian Fields. He next became employed in a painting establishment with a former schoolmate, and was thus engaged until 1849. The stories of the golden treasures to be found in California had their effect upon him, and he joined the California Mutual Association, with headquarters at 11 Spruce street, under the leadership of Captain Bodfish, an organization being effected in December, 1848. Early in 1849, they left New York on the ship Panama, and on the 8th of August, 1849, after a voyage of 185 days, the vessel cast anchor in the harbor of San Francisco. After landing and looking around, he thought fishing offered about as good an opportunity as anything, and decided to engage in it. He had just three dollars in money and he spent it all for rope, and he knit a seine four feet deep and 150 feet long. The seine completed, he and another man tried it one afternoon and caught about 200 pounds of fish. These they exposed for sale on Washington street between Montgomery and Kearny, and soon sold out their stock for $200. On one day they made over $800. He followed this occupation mainly till the fall of the year, but in the meantime worked three weeks painting the "Thistle," the first steamer that went to Sacramento, and received $25 a day for the work. In the fall of 1849 he went to Petaluma hunting. He spent the summer of 1850 in San Francisco, but in the fall went up to Petaluma again, hunting. From there he went to Tuolumne County, and engaged in mining on the Stanislaus river, putting in the water wheel on the river for the purpose of running a pump. He was making $20 a day there, but quit mining and went to farming in Calaveras County, locating and naming Salt Spring valley. In 1852 he went back East, and hired a shop, which he fitted up with all the appliances of a first-class machine shop, operating it about a year. In November, 1853, he returned to California, and went up to Petaluma. The next year he went to Salt Spring valley, but did nothing that summer. One evening while out hunting with a Scotchman, he killed a hawk, which, in falling, alighted in a tall pine tree. Mr. Kallenbach said, "We will let it remain in the tree till morning, then go and get it." In the morning he went to get the hawk, but on the way was attracted by the appearance of a piece of stone lying at his feet. He picked it up and found gold in it, then hunted up the Scotchman and called his attention to the discovery. They decided to wait till the rains came, but in the mean time gave it a little trial. Washing till twelve o'clock, they cleaned up $5. Another day they washed out $10 worth of the precious metal. They quit prospecting, got their sluices ready, and when rain came they had good mining for ten weeks for themselves and a friend. Mr. Kallenbach then had 117 ounces and 29 cents for his share. The water having given out, he went over to Jamestown in response to the persuasion of a friend there. While he was gone, the Greasers came in and worked his old claim out. After working at Jamestown a while, Mr.

Kallenbach took up land on Calaveras river about a mile and a half from Salt Spring valley, and went to ranching again. He also put out fruit trees, and operated the ranch steadily from 1856 to 1861. He then came to Stockton, and obtained a position in the *Independent* office as pressman, which he held for upward of eighteen years. While employed there he bought property on Market street, from No. 104 to 110 inclusive, and resided there until he quit the *Independent* office, and then built two houses on the lots for the purpose of renting them out. On the day that President Garfield was inaugurated, he bought the square of land where he now resides, and has gathered here any number of conveniences for making a comfortable home. He has a large two-story house, very spacious, a handsome conservatory, a good orchard, vineyard, etc., and a place in general attractive, ornamented with many trees and flowering plants. Here Mr. Kallenbach lives quite retired from the cares of the world in general, but not from his friends, many of whom find one of their chief pleasures in the visits which they regularly make to him.

Mr. Kallenbach was married in Stockton, in 1872, to Miss Mary Magdalen Ritt, and they have one child—Cecilia.

Mr. Kallenbach is a genial, pleasant gentleman, with a large fund of anecdote and reminiscences, his career having been a varied one and his travels extensive. He has been a member of the San Joaquin Society of California Pioneers almost since the organization.

GILMAN CHASE, merchant of Bellota, was born in New Hampshire, October 9, 1835, a son of John Taylor Gilman and Lucinda (McQuesten) Chase. The father was a farmer in Litchfield, New Hampshire, of which State he was a native, and died there in 1840, aged forty years. The mother, also a native of that State, came to California in 1860, and lived here nineteen years. She was born in 1805 and died in 1879, in the house of her son Daniel, in Murphy's. This family of Chases traces its descent from Aguila, who with his brothers John and James, were of the English emigration of 1630. The subject of this sketch came to California in 1856, and followed mining for twelve years on the San Antonio river, in Calaveras County, about three miles from Murphy's. An older brother, John S., had come out in 1849. He is now an attendant in the Stockton Insane Asylum. Another brother, Daniel, who came out in 1854, is still mining at Douglas Flat, where he owns a hydraulic claim, and resides in Murphy's. When Gilman Chase came out he joined his brothers in what was known as the Chase Brothers' Mining Claim, which was worked by one or more of them from 1850 to 1866. Another claim they worked for six or eight years, was the one known as the Indian Creek. They got out a lot of gold, but the claims were expensive to work, and the net result was not very large. For instance, they ran a tunnel for two years at a total loss. John S. Chase built a house at a cost of $2,000, for which he was unable to get $150 when the claim was worked out. Another brother, William Walker Chase, went to sea on a whaler at the age of sixteen, and in 1860 went into the navy. He was in the navy three years; receiving his discharge at Portsmouth in 1864, he came to California, but did not like mining, and after one year's trial went to New York city, where he obtained a position on one of the railroads. He died there about 1871, leaving one daughter, Elizabeth Frances, who came to reside with Mr. Chase at Bellota in 1886. Sarah E., a sister of Gilman Chase, came to California in 1860, and was married in 1863 to J. K. Doak, then of Calaveras County, and now in the livery stable business in Stockton. After quitting the mining business Mr. Chase worked five years as foreman for his brother-in-law, Mr. Doak, and in 1874 came to Bellota, where he served six years as clerk in the general store in which he is now the owner. He bought a half-interest in 1881, and the sec-

ond half in 1883. The partner had been postmaster for three years, and Mr. Chase has filled the same office over six years, his appointment dating March 26, 1883.

Mr. Chase was married September 27, 1884, to Miss Clara A. Willets, a native of Illinois, born in 1854, a daughter of A—— and ——— (Doak) Willetts, who came across the plains to California in that year, she and her twin sister being about six months old. They settled in Calaveras County, two miles this side of Valley Springs, on the Mokelumne Hill road. Mr. Willetts carried on the Lunch Hill Tavern, and became the owner of 1,300 acres. The mother died at that place in 1880, and the father died while on a visit to Illinois in 1882. Mrs. Chase owns 360 acres of the estate left by her father, which is used by Mr. Chase as a cattle range. Mr. and Mrs. Chase are the parents of one child, Eva Frances, born November 10, 1885.

CHARLES ELISHA NEEDHAM, rancher of Douglass Township, was born in Addison County, Vermont, December 1, 1829, a son of Charles and Minerva (Porter) Needham. The parents, with their children, moved in 1854 to De Kalb, Illinois, where the elder Mr. Needham, in partnership with J. M. Adsit, now of Chicago, bought 320 acres, and laid out Gillson's addition to De Kalb. C. E. Needham, with his wife, had preceded them in 1852, and became owner of 160 acres and of one-third interest in the enterprise. The father, born October 6, 1800, died September 3, 1883; the mother, born in 1801, died in 1870. She was a daughter of Noah W. and Polly (Pangborn) Porter, of Ferrisburg, Vermont, of whom the former lived to be eighty-five, and the latter but little less. Grandfather Jeremiah Needham, a native of Brimfield, Massachusetts, taught school in Vermont, and at the age of twenty-five was there married to Miss Ruth Cooley, aged fourteen, a daughter of Colonel Cooley, of Revolutionary fame, who was an officer with Ethan Allen on the historic occasion of the demand to surrender in the name of the Great Jehovah and the continental Congress. He afterward moved to New York State, where he declined a nomination to the State Senate. He lived to the age of eighty, and his wife survived him a dozen years. The original Needham immigrant came in the Mayflower, and Needham, Massachusetts, owes its name to the family.

The subject of this sketch received the best education locally accessible, finishing with a course in the academy. Brought up on his father's farm he learned to make himself useful in the honorable vocation of agriculture, which is the corner-stone of all business. He was married in New York September 8, 1852, to Miss Olive Lavina Drake, born in Crown Point, New York, September 8, 1828, a daughter of David and Sally (Bigelow) Drake. The father, born in Massachusetts, September 24, 1787, died February 13, 1837; the mother, born in Vermont in 1791, died in April, 1867. Grandparents Peter and Patty (Vail) Drake lived to a good old age. Grandfather Nathan Bigelow died of an amputation at the age of seventy-five years, and Grandmother Betsy (Oakes) Bigelow was also about that age when she died.

For about ten years after his arrival in De Kalb, Illinois, Mr. Needham continued an agriculturist, paying also some attention to the breeding of fine horses, chiefly Blackhawks and Morgans. In 1862 he drove twenty-three of his own raising across the plains to California, and did very well by the venture, selling none at less than $500, while for two specially fine animals he received $5,500. He went back in 1863 and brought his family out in 1864, across the plains, and settled in Santa Clara County, living three years in Mayfield. He moved into San Joaquin County in November, 1867, settling near Bantas, where he owned 560 acres. He was appointed United States Inspector and gauger for the First District of California, in 1874, and retained that position until 1884. The family lived in San Jose from 1878 to 1886, be-



Ezra Fiske

cause of its educational advantages. Selling his farm in Tulare Township in October, 1887, he bought 197 acres of bottom land on the Calaveras river, in Douglass Township, three miles east of Bellota. Here he has revived his interest in raising blooded horses. Mr. Needham was a Justice of the Peace for three years at Mayfield, in Santa Clara County. He received the Republican nomination for the Assembly for 1871–'72, but the party being weakened by dissensions he was not elected.

Mr. and Mrs. Needham are the parents of six children, viz.: Harry Burr, born November 13, 1855, married in 1881 to Miss Esther Ann Woodall, a native of this county, is a teacher and farmer in Trinity County; Cyrus Hal, born June 9, 1859, was married March 20, 1889, to Miss Dora Ellen Drace, a native of this county; Myrtie Lou, born August 6, 1861, was married June 27, 1882, to William Giles McKean, a native of New Hampshire, and a druggist of Santa Barbara; James Carson, born September 17, 1864, in Carson City, during the journey across the plains, graduated from the University of the Pacific, and has taken a course in the law department of the University of Ann Arbor, Michigan, from which he was graduated June 27, 1889; Lillian Vail, their first born in California, July 21, 1866, and Luella Gertrude, February 25, 1869, are graduates of the high school of San Jose.

EZRA FISKE.—It is a fact that there is not mentioned within the pages of this work, replete as it is with creditable deeds, a name more widely or more universally respected than that which heads this sketch. Mr. Fiske is a native of Massachusetts, born in the little town of Weston, twelve miles west of Boston, August 21, 1825. His parents, Ezra, Sr., and Lydia (Sanderson) Fiske, were both born in Massachusetts, and both came of families which were resident in the old colony in ante-Revolutionary times. The father, a farmer, died when our subject was about five years old, and when he was nineteen years his mother's death occurred. Ezra Fiske, with whose name this article commences, was reared at his native place, there received his schooling, and there learned the machinist's trade with the firm of Coolidge & Sibley. After he had completed his apprenticeship, he went to New Jersey and worked for a time below Camden, afterward going to Philadelphia, where he was also employed at his trade. His next work-place was at Portsmouth, New Hampshire, and following this he worked a year in the railroad shops at Springfield, Massachusetts. He finally returned to the old shops at Weston, where he had learned his trade, and while working there got the California fever, which grew upon him till he decided to try his fortune in the land across the continent. He left Boston in the latter part of October, 1849, a passenger on the ship Richmond, bound on the long journey around Cape Horn to California. Their first stop was made at St. Catharines, Brazil, where the vessel was held in quarantine a week, making their stay in all two weeks, which included the holidays. Washington's birthday was spent at Valparaiso, in the harbor of which port they remained ten days. The vessel arrived in San Francisco harbor April 6, 1850, the voyage having occupied 157 days, including the time spent in port. The voyage, on the whole, was a pleasant one, and free from especially noteworthy incidents. The ship went up to Benicia and cast anchor. Mr. Fiske and Joseph Adams (now of Stockton) waited only long enough to secure what belonged to them aboard the vessel, and then took passage on the steamer McKim, which took them to Stockton. They remained here a few days in order to supplement the mining equipment they had brought along with other necessary articles, and then proceeded to Mokelumne Hill. Mr. Adams was not especially pleased with the outlook there, and soon returned to Stockton, but Mr. Fiske remained and commenced mining. He went from there to Rich Gulch, and mined till October, but as

his efforts were not very successful he came down to Stockton and engaged with Adams, who was running a blacksmith shop. The next spring he went up to Jamestown to resume mining, but after a month there concluded to abandon the pick and the rocker. Returning to Stockton he engaged, during the summer of 1851, in haying, and in the fall took up some land. He did considerable work preparing it for cultivation, but on getting up one morning about Christmas time was surprised and shocked to observe the whole country round about under water, with nothing showing above except the house he was in. He bowed gracefully to the inevitable, took his pair of horses out where the wild feed was good, turned them loose and then footed it to Stockton, where he stayed during the remainder of the winter. He was among the first to undertake the raising of grain, as people only began to sow wheat and barley that winter. In the summer of 1852 he went with McK. Carson to operate what was probably the first threshing-machine ever seen in San Joaquin County. While traveling about he got into the section of country where he is now located, and finding an opportunity to get some land there, he took advantage of it. It was a fortunate investment. Of his 390 acres, situated three miles south and a little west of Lodi, he acquired 160 acres by pre-emption, the remainder by purchase. He devotes his principal attention to grain, but has about fifteen acres in vineyard, about one-third of which was planted in 1862, the remainder between that year and 1867. Mr. Fiske farms as he does everything else, in an intelligent manner, and has consequently been successful. He has a well-improved ranch, and one that will bear looking at. He belongs to the San Joaquin Society of California Pioneers, of which he has been trustee. He has given much time and attention to the furtherance of the cause of the Patrons of Husbandry, having always been among the foremost workers. He was one of the original incorporators of the Grangers' Union, and was the first President of the Board of Horticultural Commissioners of San Joaquin County. He is a member of the Woodbridge Grange, P. of H., organized in 1873; has held nearly all its offices, and is now its treasurer. He is also treasurer of Pomona Grange of San Joaquin County, and was its first master. The first school in San Joaquin County, outside of Stockton, was held in a structure which is now part of a house belonging to him. Mr. Fiske is a man of broad and liberal ideas, up to the times on all great questions affecting the public welfare. Always strictly conscientious in business dealings and thoughtful of the feelings of others, a dignified yet pleasant gentleman, he is honored and respected by all—a man of whom any county might be proud.

JOSEPH H. JEFFERSON, an honored pioneer of this State, was born within a short distance of Richmond, Virginia, February 6, 1838. When he was about two years old his parents moved to Columbus, Ohio. When he was eight or ten years of age the family moved again to Des Moines County, Iowa. He went to Minnesota, when seventeen years old, and remained until November or December, 1852, when he returned to his home in Iowa. The following March he started for California, with a train of five, with one wagon and five yoke of oxen. They arrived in American valley, this State, about the latter part of September, where they broke up camp, each one starting out for himself. Joseph engaged in digging a ditch for a company near American valley. After he had obtained a little money he went to Marysville and commenced wood-chopping, remained there nearly a month, then went to digging potatoes up near Vallejo, where he stayed for a couple of weeks. From there he came to Stockton and was employed at driving a team for San Andreas in Calaveras County. He made from four to five trips: part of the time worked on a ranch. In the following spring he hired out to a survey party under Captain A. W. Von

Schmidt, who was running Government surveys in several of the northern counties. He remained with the party for about four years or more. In 1858 during the time of the Fraser river excitement he went up there and remained about six months. When he came back to this county he hired out to R. C. Sargent, and remained with him till 1866 working on his ranch. He then moved to his present place, which he bought in 1862, and where he has made his home ever since. The ranch contains now about 240 acres, situated five miles north of Stockton on the lower Sacramento road, and is devoted to farming.

Mr. Jefferson was married, in 1878, to Mrs. Winifred O'Brien, who was born in Ireland; she was a mere child when she came to the United States with her parents. They have four children of their own, also one son of Mrs. Jefferson's by her former marriage. Mr. Jefferson has also raised three children, all boys, of his brothers. They were left orphans and were given a home by Mr. Jefferson; they are now almost of age.

D. D. TRIPP, proprietor of the Eureka market, native of New Bedford, Massachusetts, was born June 1, 1833, his parents being Ichabod and Hannah (Macomber) Tripp. Both parents were born in Massachusetts, and the father, a cooper, died when our subject was but fourteen months old. D. D. Tripp was the youngest of six children. He was reared at New Bedford till five years old, and from that time until he was fifteen, at Westport. He then went back to his birthplace. He then learned the butcher's trade at New Bedford. In 1853 he came to California via Panama, making the journey on the Atlantic side on the steamer Illinois, and on the John L. Stephens on the Pacific side, landing at San Francisco September 15. He went to Secret Diggings mines in Placer County, and after tempting fortune there for a while tried his luck at Yankee Bar, on the middle fork of American river. He voted for the first time in California, casting his ballot for Governor Johnson. He went back East, and returning to New Bedford, bought out his brother and a partner in the butchering business, which he carried on until the outbreak of the civil war. He enlisted at New Bedford in defense of the old flag and the Union, and on the 20th of August, 1862, he was mustered into Company A, Forty-first Massachusetts Infantry, Colonel Chickering. The regiment was organized and drilled at Camp Boxford, and went by sea to New Orleans, accompanying Banks to relieve Butler. They steamed up to Baton Rouge, and were at the retaking of the city. They drilled there till March, then went to the vicinity of Opelousas, and brought a big train of negroes to Brazer city. They then proceeded to Algiers, and there took steamer for Port Hudson, disembarking at Springfield Landing. From that time until Port Hudson fell, they served as mounted infantry. About the 1st of June, they were merged into the Third Massachusetts Cavalry and in the new command participated in the fight at Irish Bend, head of Brazer bay. During the last year of the war, Mr. Tripp was on detached duty, and was mustered out at Burlington, Vermont, July 25, 1865. He then went back to New Bedford, and engaged again in the butchering business. In 1868 he removed his family to California via Panama, on the steamers Star of the West and Montana. He came to Stockton and obtained employment at his trade. In December, 1881, he engaged in business for himself on the corner of Market and California streets, opposite his present location. He erected his present building, and moved into it, in 1884. He has built up a large trade, and won a reputation for fair, honest and considerate treatment of his patrons.

Mr. Tripp was married at New Bedford, Massachusetts, August 14, 1856, to Miss Sarah A. Allen, a native of that city. They have two children, viz.: Annie, wife of George Ray; Susie, widow of John M. Brown of Oakland.

Mr. Tripp was one of the early members of Rawlins Post, G. A. R., and served the last term as Senior Vice Commander. He was chosen a delegate to the San Jose encampment, at the election held December 4, 1889. He has also held other positions in the Post, and it can be said to his credit he has never missed but one meeting and one burial, and never missed a parade. Politically he is a Republican.

W. H. IRVINE, a farmer of Elliott Township, was born in San Andreas, Calaveras County, California, March 16, 1859, a son of William and Jane Irvine, the former being a native of Ireland and the latter of New York. William Irvine came to California in 1850, settling on Mokelumne Hill where he remained some years, then moved to Carson Hill, where he now resides. The subject was born and raised on a stock ranch and followed that business until 1886, when he came to this county and bought a ranch of 266 acres of bottom land, situated on the Mokelumne river between Lockeford and Clements. He is an extensive stock-raiser as well as a general farmer. He enjoys great prosperity.

He was married January 24, 1889, to Miss Martha Harleson, a native of Wisconsin.

JEREMIAH KENEFICK, a farmer of Liberty Township, was born March 13, 1831, in the southern part of Ireland, a son of John and Anna (Mahony) Kenefick, who emigrated to New York in 1848, settling in Clinton County, New York, where they remained until their death. In 1856 the subject of this sketch sailed from New York for San Francisco. He went to work for a man named Ferguson eight miles east of Stockton, remained with him one month, then went to a place called the I ranch, near Ione, in Amador County, where he was employed by Greene & Logan in hauling hay for the stage teams for one week, then came to Dry Creek, where he was engaged in ranching for two years by Mr. Masterson. Then he bought a team of horses and went freighting from Stockton to different points until the fall of 1861, when he bought his ranch in Liberty Township, situated on the Galt and Elliott road, about five miles from Galt. His ranch contains 375 acres of fine grain land; he also owns 480 acres of fine improved land in Sacramento County.

He was married to Miss Rosa Dorsey, a native of Ireland, on the 1st of November, 1863. Their family consists of five children, namely: Annie E., the wife of Charles Connelly; John T., Edmund H., Rosa M., Ida M.

HENRY FRANKLIN PETERS was born in Maine, April 19, 1830, a son of Lemuel and Betsy (Wood) Peters. The parents were married in 1813, and had nine sons and three daughters, of whom all but three of the sons are living. The father died in 1870, aged eighty-two, and the mother followed in 1871, aged about seventy-six. Grandfather John Peters, one of the first settlers at Blue Hill, Maine, a native of Massachusetts, was a surveyor and farmer, familiarly called "Old Squire Peters." He lived to be over eighty. He was the son of John Peters, a resident of Andover, Massachusetts, and of the same family as the historic Hugh Peters of Connecticut, believed to be among the first families that moved to New England. Grandmother Mary (Dyer) Peters was also quite old at her death. Grandfather Joseph Wood was all of eighty when he died, and great-grandfather Wood, also named Joseph, was the actual first settler at Blue Hill, Maine, coming from Beverly, Massachusetts. He lived to be over ninety.

H. F. Peters, the subject of this sketch, was married May 15, 1859, to Miss Sarah Peters Wood, born April 17, 1836, daughter of Johnson and Hannah (Peters) Wood, the parents of

six boys and three girls, of whom five and two respectively are living in 1889. Mr. and Mrs. Peters left New York for California by the Panama route, five days after their marriage, arriving in San Francisco June 14. They proceeded two days later to Columbia, where Mr. Peters engaged in mining, and worked in that line for ten years, net result, briefly stated,—a living. In 1868 he came down to the plains and settled on ninety-six acres of his present ranch, now embracing 264 acres, and has been farming ever since, his chief marketable product being wheat, average yield being about eighteen bushels to the acre.

Mr. and Mrs. Peters are the parents of two children, viz.: Clarence Henry, born September 4, 1860, and married April 4, 1883, to Miss Grace McKenzie, born in this State November 1, 1863, by whom he has one child,—Arthur Clarence, born May 9, 1885. The father was educated in the high and normal schools at San Jose, where his mother resided from 1876 to 1882, mainly for his better education. He is engaged in clerking and farming.

The other child of Mr. and Mrs. Peters is Miss Lizzie Augusta, born November 30, 1869, who finished her education in Stockton high school, from which she was graduated in June, 1888.

WARREN ONLY ROBISON, a rancher of Douglass Township, residing in Stockton, was born in Genesee County, New York, November 14, 1822, a son of Joseph and Abigail (Strong) Robison. The father, born in East Albany, New York, became a farmer, and in 1836 moved to Pennsylvania, settling in Crawford County, where he died in 1875, aged about seventy-nine. The mother survived him one year, dying in the same place at the age of seventy-three. Grandfather Robison, a native of Ireland, was a soldier of the Revolution, and settled as a farmer near East Albany, New York, where he died about 1848, aged about ninety. His wife was of Scotch birth, and also lived to an advanced age. Of the grandparents Strong, one was English and the other French. They kept a hotel for many years in Auburn, New York, and also owned a farm near that city. They retired from the hotel business with advancing years and lived to old age.

W. O. Robison learned farming quite early in life. In 1844 he began to work on his own account, at five dollars a month, and in 1849 he rented a farm in Pennsylvania, which he kept one year, when he moved to Iowa and worked in the lead mines near Dubuque, where he stayed until the spring of 1851. He then moved to Minnesota and worked three months in a saw-mill in Stillwater, after which he made two rafting trips to St. Louis, and returned to the Dubuque mines, where he worked through the winter of 1851–'52. In the spring of 1852 he joined "The Dubuque Train," of about 100 men, with sixty wagons, who crossed the Missouri river about the 8th of May on their way to California and arrived in Volcano, August 24, 1852. There Mr. Robison spent a few weeks engaged chiefly in prospecting, when he came to Mokelumne Hill, where he mined during that winter. He worked a few months for the ditch company, on flumes and aqueducts, on wages, and then went to making shingles on his own account, earning about twelve dollars a day in that industry. He then moved to Campo Seco and took up some mining claims, but water not being yet available from the ditch company, he built a house there, at a cost of $1,000, and rented it for fifty dollars a month. He then took a prospecting trip to the Gosunences, and returning found the village of Campo Seco burnt down, and his house with twenty-five others destroyed. He then went to work on his claim, hiring water from the Mokelumne Hill Ditch Company, and spent the winter of 1853–'54 engaged in mining. In the spring of 1854 he came to French Camp, where he bought ten cows for about $1,200. These he drove to a mountain range near Mokelumne Hill and established a dairy, which business he sold in 1857, meanwhile working his mining claim. In

May, 1858, he bought a half interest in 680 acres on the Sonora road, about eleven miles east of Stockton, and engaged in farming, raising chiefly grain. In the fall of 1860 he bought his partner's interest, and still holds the ranch. In 1870 he made a three months' visit in the East. In 1871 he bought 320 acres of farming land a half mile east of the home ranch, which in 1877 he sold at $50 an acre. In 1876 he again visited the East, this time attending the great Centennial Exposition at Philadelphia two weeks, and spending three weeks in New York City.

In 1872 he erected a house on his home ranch, which cost nearly $5,000, and other outbuildings, which cost $4,000. In 1877 he purchased 725 acres west of Oakdale, San Joaquin County, and in five years sold it for $9,000. In 1879 he bought 2,400 acres of land in Stanislaus County five miles north of Oakdale, of which he cultivates 1,800 acres and devotes the rest to pasture. During the year 1880 he purchased 2,600 acres two miles south of Livingston, Merced County, all under cultivation. Also this year he bought a city residence on the corner of California street and Mormon avenue. The house lot is 100 feet square, and in the rear he owns another lot for barn and outbuildings, all costing about $8,000.

Mr. Robison was married in Stockton in November, 1858, to Miss Mary Flattery, born in Ireland in 1834, a daughter of John and Mary (McHugh) Flattery. The father died in Canada in 1839, comparatively young, and the mother is living in Ireland in 1890, aged ninety-six. Mrs. Robison visited her in 1887. Mr. and Mrs. Robison have five children and lost as many, their third child George being aged twenty at his death. The living children are as follows: John Only, born August 1, 1867, received a good education including a business course, and is engaged in farming 1,800 acres of his father's land in Stanislaus County; Margaret Theresa, born April 9, 1869; Marie Abigail, May 9, 1871; Catherine Agnes, October 16, 1875; Anna Eva, June 16, 1877. The family took up their residence in this city in 1880, chiefly for the education of their children. Margaret T. spent two years in St Agnes Academy, Stockton, and four years in Notre Dame College in San Jose; Marie A. took a course in the last named institution, beginning in 1883, and has been followed by her sister, the youngest entering that institution in 1889. All have learned music and each has evinced special talent in some line; Marie has shown marked ability as a painter, and Margaret as an artist in embroidery.

GEORGE ELTON WATERMAN, a rancher of Douglass Township, but residing across the line in Stanislaus County, where he also owns land, was born in Plymouth County, Massachusetts, in 1856, a son of George Henry and Mehitable (Bailey) Waterman. The father, a millwright and carpenter, was accidentally killed while at work in Iowa, in 1858, at the age of twenty-seven. The mother, born in 1833, by her second marriage Mrs. Robert Thomas, is still living in Middleboro, Massachusetts. George H. Waterman was the son of George and Experience Curtis (Thompson) Waterman. The grandfather, a direct descendant of the first Waterman, who arrived in New England from the mother country before the close of the seventeenth century, lived to be seventy-eight, and his wife also reached old age. Her mother, before marriage Alice Curtis, lived to be over eighty. Grandmother Bailey was a Miss Sallie Stetson before marriage.

George Elton Waterman, the subject of this sketch, received a common-school education, and learned the trade of a stationary engineer at Middleboro, Massachusetts. He came to California in 1875, leaving home August 30, and arriving in San Francisco September 25. He came immediately to Stockton and went to work in the lumber yard of Simpson & Gray, remaining until February 1, 1876, when he came out to Stanislaus County to herd sheep for H. Mc-

Farlin, but returned to the lumber yards after two months. He remained until July, when he resumed the care of McFarlin's herds until September. In September, 1876, Mr. Waterman rented 100 acres and took up the industry of poultry raising with 1,000 hens and fifty turkeys, investing $800. He took a partner in 1877, who invested $600, but they lost both investments in the unprofitable venture. In 1877–'78 he sowed nineteen acres to wheat and raised 400 bushels, which was his first venture in farming. In 1879 he raised 1,000 bushels, rented 480 acres, and raised 3,500 bushels in 1880. In 1884 he raised 6,500 bushels. That year he bought the ranch where he now resides. He also rents 640 acres, and raised 8,000 bushels of wheat and 1,000 of barley in 1889. He raised cattle for the market until the spring of 1889, when he cleared out that industry by the sale of forty head. He has about twenty-five head of horses and raises a few colts for the market annually. He also runs a combined harvester, and cut over 2,400 acres of grain in 1889.

Mr. Waterman was married in February, 1878, to Miss Nellie F. Gruwell, born in Lake County, California June 9, 1860, a daughter of J. D. and Eva (Fine) Gruwell (see sketch of Mr. Gruwell). Mr. and Mrs. Waterman are the parents of two children,—Daisy Virginia, born October 7, 1880, and George Elmer, born August 20, 1882.

J. M. BIGGER, of the Oakland Ranch Dairy, and proprietor of Stockton Cheese Factory, has been carrying on the dairy business in this county since 1867. The Oakland ranch is on Rough and Ready Island, five miles below Stockton, and the factory is in Stockton. The property has been for many years devoted to dairy purposes, having been first put to that use by S. C. Bigelow, of San Francisco. That gentleman operated the dairy until 1887, when he leased it to J. M. Bigger for a term of years. There are 580 acres on the ranch, and all of this land is used by Mr. Bigger, except thirty acres devoted to vegetables. He has about 300 cows, which are principally Holstein and Durham grades, and he has thoroughbred Holstein and Durham bulls. In 1888 he built and established the first and only cheese factory in San Joaquin County, and manufactures cheese especially for the Stockton market. He manufactures about 60,000 pounds annually, of the California and Young American shapes. Owing to his extensive knowledge of the business, he has been able to make this pioneer enterprise a success, something that would have been impossible here without thorough practical experience. His entire business is thoroughly systematized, and only the most approved methods and appliances are used in all departments. At the ranch he has a system of ditches throughout its length and breadth, and the water is never so low but that it can be run on the land when the tide is in. It is conveyed right to the cows by this method. Some alfalfa is raised, and this with cultivated grasses and wheat, hay and mill feed, such as bran, etc., is fed to the cows. A steam launch, owned by the dairy, makes regular trips between the ranch and the cheese factory in Stockton, conveying milk into the city, and whatever else is required in either direction. All the products of the dairy and factory find a ready market, and Mr. Bigger has built up a very extensive business in all lines He has practically all the cream trade of the city, and supplies over 500 families and most of the hotels with milk, while the business is constantly increasing.

Mr. Bigger, the proprietor, has been practically reared to his present business. He was born in Canada, February 27, 1845, his parents being James S. and Amelia (Kenny) Bigger. He was reared on a farm in his native country, and when a young man went to New York State, and from there to Crawford County, Pennsylvania, where he started in the dairy business, twelve miles from Meadville. At that time there were five or six cheese factories in that community. He helped organize a country

dairymen's association, and afterward took an active part in the forming of the State Dairymen's Association of Pennsylvania, being chosen as corresponding secretary of both. He was considered an expert on the quality of cheese, and had charge of the State exhibit at the Centennial Exposition.

In 1884 Mr. Bigger came to California, and made cheese at Davison's celebrated factory in the Santa Clara valley, the most successful in California. His wife was formerly Miss Elizabeth Farrington, a native of Herkimer County, New York, and daughter of the late Harvey Farrington. Her father afterward removed to Canada and built the first cheese factory, where he was heavily engaged in the manufacture of cheese until his death. He was an authority on matters pertaining to the business, and was president of the Canadian Dairymen's Association. He was the particular friend of L. B. Arnold, late of Rochester, New York, and was his tutor, and to the interest taken in him by Mr. Farrington, Mr. Arnold largely attributed his success in life.

Mr. Bigger is a trustee of Upchurch Lodge, A. O. U. W., and is a director of the San Joaquin Valley Building and Loan Association.

ARMAND ROLLAND, one of the pioneers, is a native of Canada, born at Berthier, thirty miles from Montreal, November 22, 1826, his parents being George Rolland de Darminault, a native of Bordeaux, France, and Lady Genevieve Deligny, daughter of Lord Deligny, a native of Canada. His father studied for the priesthood in his native country, and together with other collegians was compelled to emigrate to Canada in the revolution of 1789. He then studied law, was appointed notary public, and subsequently became judge, and court commissioner up to his death in 1857, aged eighty-seven years.

A. Rolland was reared and educated at his native place, and is the youngest of a family of twelve children. In 1843, when seventeen years old, he removed to New York and entered the employ of Lord & Taylor, with whom he remained two years. He next went to Chicago to work for a large firm, and was with them until their failure, when he went back to New York, and for the next three years clerked for A. T. Stewart. In January, 1848, he left New York, and going to New Orleans, transferred his service to the large dry-goods house of Michael Kernan, on Chartres street, where he had charge of the silk department. He got the California fever, like so many others, and on the 18th of May, 1849, sailed on the brig Thomas P. Hart, on the long journey to the Golden State, via Cape Horn. They lay in the port of Rio de Janeiro twelve days for repairs, and also stopped three days at the island of Juan Fernandez. These were the only ports they made until reaching San Francisco, when they landed at 7 A. M., on the 10th of December, 1849, after a fine voyage. There were, of course, inconveniences on the voyage, and they were on an allowance of water for three or four weeks. Sugar also ran out, and those who wanted their coffee sweetened had to use molasses. There were fifteen passengers, Mr. Rolland and six others occupying the first cabin. He remained in San Francisco until March, 1850, buying and selling merchandise for Charles Bertrand, on Clay street, between Kearny and Montgomery. During the time he was with Bertrand, however, Mr. Rolland maintained an interest in a little store established by himself and four others (three men and the wife of one of them), to dispose of their surplus goods. When Mr. Rolland left San Francisco he was accompanied by his partners. They came to Stockton, arriving March 20, 1850, and proceeded on to Angel's Camp, being transported there with their supplies by the noted Comstock team, the trip requiring ten days. They attempted mining, but as two of the men were dry-goods men, and the other two druggists, and all unused to hard manual labor, they were unsuccessful, and so disbanded.

Mr. Rolland went to Murphy's and started a little store there in April, 1850. In October he sold out, as the place was deserted, and he did not wish to follow the men from camp to camp. He then went to Sacramento and bought out the Café de Paris, on Second street, between I and J. He kept a table de hote, and at his place Captain Sutter and the nabobs of the Capital were constant patrons, the charges being $21 per week for two meals a day, and 50 cents each extra for eggs. The great fire of 1852 cleaned out his establishment with the greater part of the town, and he removed to Stockton and opened a musical hall on the southeast corner of Center and Main streets. He bought out the refreshment hall of Captain Conner, on the levee, and conducted it until the spring of 1853. He then sold out, bought of Captain John Dent the Knight's Ferry Hotel for $12,000, and after two years sold out and returned to Stockton, and started in the clothing, dry-goods and furnishing-goods business with P. McCahill. In 1862, after the big flood, he closed out his business interests here and took a trip to Europe. He was absent about a year and a half, and during the time visited the World's Fair at London, traveled through France, Italy, Algiers in Africa, Belgium, etc. He returned to Stockton in the fall of 1863, and bought out A. Skogh, dry goods, etc., and carried on that business until 1870. He then closed out the business, and being offered a lucrative position in San Francisco, went down to the depot for the purpose of taking the train for that city. While there he entered into conversation with H. Bloss, who was then proprietor of the Railroad Restaurant, which resulted in Mr. Rolland buying the establishment for $3,500. The price was based upon the company retaining Stockton as the place where trains would stop for meals, but this was, in May, 1871, discontinued. Mr. Rolland has, however, conducted business at the depot ever since.

Mr. Rolland was married in this city, October 10, 1866, to Miss Mary Goodsill, daughter of Richard Goodsill, and a native of County Waterford, Ireland. They have two children, a son and daughter.

Mr. Rolland is a member of the San Joaquin Society of California Pioneers, and of the Catholic Mutual Benefit Association. He is a genial and courteous gentleman, and has many warm personal friends.

MRS. SARAH McMURRAY, one of our early pioneers, was born in Buchanan County, Missouri, a daughter of William and Rosanna (Pyle) Whiteman, who were a part of the Murphy party, arriving in San Jose in September, 1846, where they remained that winter. Mrs. Whiteman was born in Virginia, in 1805, and was there raised to womanhood. After her marriage to Mr. Whiteman they moved to Missouri, then to Chicago, thence to California, in 1846. Mr. Whiteman was drowned on his way to the mines in 1848. By this marriage there were four children, namely: Mrs. Elizabeth McCracken, Mrs. Sarah McMurray, the subject of this sketch, John, deceased, and Eliza Whiteman,—all of whom, excepting Mrs. McMurray, reside in San Jose. Mrs. Whiteman remained a widow for ten or twelve years, then married Samuel Hill. They have no children. Both are living on the original ranch, which Mr. and Mrs. Whiteman took up, and a part of which is a part of San Jose.

Mrs. McMurray, the subject of this sketch, was raised in San Jose from the time she was four years of age. She was married, May 6, 1858, to Abraham Jefferson of San Joaquin County, California, who came to this State about 1850. After their marriage they moved to San Joaquin County, and lived in Stockton about a year, then returned to San Jose, where Mr. Jefferson died May 15, 1865. Mrs. Jefferson remained a widow two years, when she married, May 15, 1867, James McMurray, an old pioneer of San Joaquin County, a native of Plattsburgh, New York, where he was born October 4, 1829.

He came to California in 1852, making the voyage around Cape Horn, and from that year up to the time of his death has been a resident of San Joaquin County. He spent a short time in the mines, when he was taken sick and came down to Stockton and found employment with a Mr. Belden in the soda factory. A short time afterward he started in the hotel business at the five-mile house on the Lower Sacramento road. One year later he settled on his farm, where he remained until his death, which occurred October 4, 1886. He was mourned by a large circle of friends and neigbors. The widow still resides on the ranch which she gives her personal supervision. She is the mother of ten children, three by her first marriage and seven by the last. Six of the latter are still living.

HIRAM M. JONES was born in Washington County, New York, February 27, 1826, his parents being Cornelius and Fanny (Wilson) Jones; the father of Welsh descent and the mother of Irish. The father was a school-teacher in his early days, but spent the latter part of his life in farming. He emigrated to Illinois in 1835 and to California in 1850. In 1853 he returned to Illinois, and died in Batavia at the age of eighty-six years; the mother died the same month at the age of seventy-two years

Hiram was reared on a farm in Illinois. He started for California in 1850, crossing the plains with mule teams. The trip was a pleasant one and lasted seventy-one days. For three months after his arrival he carried on mining, then engaged in the mercantile business. At the termination of a year he commenced mining once more, following the same until the spring of 1852, when he settled on the Guadaloupe river in Santa Clara County. He was among the first farmers of the State. In 1855 he sold out and returned East, with the intention of remaining. He did remain three years, then sold out and crossed the plains once more. He settled in Alameda County, where he remained until 1861, when he went to Prescott, Arizona, where he followed the mercantile business and mining. In 1865 he returned to California and located in San Francisco, where he remained eight years. In 1871 he sold out his business and located in San Joaquin Valley, five miles from Stockton on a ranch of 120 acres. He afterward purchased ninety-six acres on the Waterloo road. He has improved his land greatly and has been very successful as a farmer. He owns 480 acres on Lone Tree creek. In 1888 he erected his fine residence, one of the handsomest and neatest on the road.

In 1848 he was married to Miss Ann Trobridge. She died leaving him four children,—Seymore, Mary A., Filmore and Fremont, twins. In 1877 he was married to Miss Lovina Morton, a native of Ohio. They have one child, Bertha L.

MRS. JANE SANDERS has been a resident of San Joaquin County since 1862. Her ranch on the Lower Sacramento road, four miles northwest of Stockton, contains 180 acres devoted principally to general farming. She is a native of Lynn, Massachusetts, where she was born and raised. From there she came to this State by steamer from New York, July 22, 1862, landing in San Francisco August 22, after a voyage of four weeks.

LORENZO D. WAKEFIELD was born in Brownfield, Oxford County, Maine, July 27, 1833. He lived in Maine till nineteen years of age, up to which time he made his home with his parents. August 30, 1852, he started for California, landing in San Francisco October 6. Like so many others, he went to the mines at Jamestown, where he stayed that winter and the following spring. March 20 he came to Stockton and hired out to a man named

Hamilton, driving teams and carrying freight from Stockton to the various mining camps. He continued that business for five or six years; while engaged in the business he encountered many hardships peculiar to the early day in this country. When the Fraser river excitement broke out he was one of those that went there and did a little prospecting, but, finding that it was mostly a humbug, he stayed but a short time, then returned to Stockton. He next turned his attention to raising cattle, at which he was engaged for two years. Again he commenced teaming, going over the mountains to Virginia City, Gold Hill and other places out on the plains. In 1864 he made his first purchase of land, 160 acres in township 2 north, range 6 east, which he still owns. For five or six years he farmed near Modesto, where he and his brother, C. H. Wakefield, were in partnership for fourteen or fifteen years. In November, 1873, he moved to his present place, containing at first 160 acres, but now 880 acres, lying mostly in the above-mentioned township. He is one of the leading farmers in this section. For the past two years he has been running one of the improved combined harvesters.

He is a member of Truth Lodge, No. 55, I. O. O. F., of Stockton.

Mr. Wakefield was married in 1873 to Miss Susan M. Stickeye, a native of the same place that he came from. They have a family of four children—three sons and one daughter; they have also lost one son. Mr. Wakefield was in California twenty years before being married, then returned East, where he was married. He made another trip East in 1879.

HON. ROBERT S. JOHNSON, one of the prominent citizens of Stockton, is a native of Bedfordshire, England, born April 10, 1835, his parents being Robert B. and Ann (Smith) Johnson. When he was eight years of age the family removed to America, locating in Montreal, and he lived there eight years, and at Toronto two years, receiving his education at St. Bernard's College, Montreal. He went to Chicago from Toronto and engaged as clerk for C. M. Murray, the first store-keeper on the west side. He next went with Frank Newhall, at No. 9 Clark street, with whom he remained eight years. While in Chicago he took an active part in fire department matters, and ran with the old Fire King along with C. P. Bradley and others whose names have occupied prominent places in Chicago history. He was for five years foreman of Hope Hose Company, and became chief engineer of the Chicago Fire Department. He went from Chicago to Racine, Wisconsin, and there, in 1859, went with a party which he organized there, to Pike's Peak. He returned to Racine and then came out to California, via New York and Panama, landing at San Francisco from the steamer Orizaba. After spending some time looking about the State for a favorable business opening, he located in Stockton, embarking in the produce and commission trade on the levee. In 1867 he bought out the livery stable of George Fox, the oldest one in the city, which was started by a man named Dallas. The livery business of Mr. Johnson is extensive, and his stables are furnished with the best of stock and equipments.

Mr. Johnson was married at Racine, Wisconsin, April 6, 1857, to Miss Mary Philomena Shaw, a native of Maine, who died in Stockton in 1871. By that marriage there were three children, viz.: William Russell, Eva L. and Charles R. Mr. Johnson was again married, in this city, to Miss Mary L. Chittenden, a native of Warsaw, Hancock County, Illinois. She died on the 6th of November, 1889, leaving two children, namely: Ida May and Roy Stephen.

Mr. Johnson was one of the strongest supporters of the Government in this State when the Union was endangered during the civil war, and in 1862 personally raised a company for the defense of the old flag, which was mustered into the service as Company K, First California Cavalry. He commanded that company

until the close of the war, their services being principally with Kit Carson, engaged in Indian fighting, and confined mostly to Arizona, New Mexico, Colorado, Kansas and Missouri. During this time, besides the almost constant skirmishes which such service entails, Captain Johnson participated in some eight or nine fights with Indians. He was discharged and mustered out at Fort Union in 1865, and returned to Stockton. He was one of the organizers of Rawlins Post, G. A. R., and is one of the oldest Grand Army men, in point of service, on the Pacific coast. He has always taken an active interest in the welfare of the Grand Army, and has, in all, served five terms as Commander of Rawlins Post. In 1884 he was elected department inspector, and was elected in January, 1889, Senior Commander, Department of California. He is also a member of the A. O. U. W. Mr. Johnson is politically a stanch advocate of the principles of the Republican party, and has always been an active worker in its ranks and a leader in its councils. He has served six terms as a member of the City Council of Stockton, and two terms as its president. At the general election of 1888 he was elected to the General Assembly of California from this district, taking his seat in January, 1889. He took an active part in the work of the session, and came out with a remarkable record. He served on the following committees: Labor and Capital, Municipal Corporations, Silk Culture and Military Affairs. He introduced a number of important measures, and has the splendid record of carrying them all to a successful issue and to approval by the Governor, as follows: House Bill No. 48.—An act to amend an act in regard to county and township government. House Bill No. 282.—An act to amend the code of civil procedure. House Bill No. 299.—An act to provide for the erection and furnishing of armories for the National Guard. House Bill No. 318.—An act to make appropriations for deficiencies in armory rents. House Bill No. 50.—An act for the benefit of Union veterans, providing that no veteran should be buried as a pauper, and appropriating $50 in each case; approved March 15, 1889. House Bill No. 283.—An act providing for the maintenance, support and discharge, in certain cases, of insane persons. An act to provide for deficiency in the appropriation for the State Board of Forestry. An act appropriating $40,000 for gas wells at the Eastern Insane Asylum, Stockton. Resolution No. 4.—Relative to approval of charter of city of Stockton. He also got a proper appropriation for the Eastern Insane Asylum, though he does not get credit for it on the records. All in all, this is a record of which any old campaigner in the halls of legislation might well be proud—ten important measures undertaken, and all successful.

March 5, 1889, Mr. Johnson was appointed one of the directors of the State Insane Asylum by Governor Waterman, his term of office holding till March, 1893. On the board he is Chairman of the Improvement Committee, and a member of the Auditing and Visiting Committee. Mr. Johnson is one of the brightest and most enterprising of Stockton's citizens, and has always taken an important part in all matters of public welfare in which his city or county was interested.

F. C. HOLMAN, proprietor of the United States Hotel, Stockton, one of the most popular landlords of the city, first engaged in the hotel business here in 1871, when, in conjunction with Charles Schmieder, he bought the Columbia House. They conducted it until 1873, when they took charge of the old Pacific House and named it the United States Hotel. It has a prominent place in the early history of the city. The original building was partly constructed from lumber that had been brought around Cape Horn. One of the early proprietors, known as "Uncle Billy," was a well-known figure in his time. A Mr. Freeman, since deceased, was a later proprietor, and after him was Henry Lewis, now of Modesto. In February,

1873, Messrs. Holman and Schmieder took charge and changed the name to its present style. The partnership continued about eight years, when Mr. Holman bought his partner's interest, and has since been the sole proprietor. On the 30th of October, 1879, Mr. Holman purchased the building and property from John B. Nye, paying $10,000. On the 20th of August, 1881, the structure was destroyed by fire, being a total loss. There was but $3,000 insurance on the building, and none on the furniture. Mr. Holman did not allow his heavy loss to crush his spirit, but at once set about rebuilding. As a result of his enterprise the present handsome and commodious structure, corner of Center and Market streets, known as the United States Hotel, was thrown open to the public on the 4th of March, 1882. There are about eighty rooms; and in this particular, as in that other essential, the table, the house enjoys and deserves a high reputation.

The proprietor, Mr. H. C. Holman, is a native of Germany, born at Dötlingen, Oldenburg, February 24, 1843, his parents being Henry and Katharine Holman. When he was six years of age he lost his father by death, and six years later, by the death of his mother, he was left totally an orphan. He attended school between the ages of six and fourteen years, and thereafter was engaged at farm work as long as he remained in his native country.

In 1862, taking passage on a sailing vessel, he emigrated to the United States, landing at New York. Thence he proceeded to Chicago and found employment in a flouring mill on Clark street. In the spring of 1864 he went to Peoria, Illinois, and there joined a party destined for California. Crossing the Mississippi river at Burlington and the Missouri at Council Bluffs, they proceeded by way of Fort Kearney and Laramie, Salt Lake City, and the Sink of the Humboldt to California. The trip was a pleasant one in most respects, though, as the season was a dry one, some delay was necessitated for the purpose of recruiting stock. On bringing up at Mokelumne Hill, Mr. Holman turned his attention to mining for a time, but gave up that occupation to enter the service of the country of his adoption. He enlisted in Company E, Seventh California Volunteers, for three years or during the war. The command assembled at the presidio, and after drilling for a time there they were sent to Arizona, to fight Indians. By this arrangement Mr. Holman saw considerable active service, returning when the trouble was over, from Tucson to the presidio, where he was discharged in June, 1865, after a service of about eighteen months.

For the succeeding three years Mr. Holman followed agricultural pursuits on a farm about three miles from Waterloo, in this county, and then embarked in the hotel business in Stockton, as already mentioned. His success since that time shows his fitness for the position of landlord—one of the most difficult to fulfill known to the business world.

He was married September 13, 1876, to Miss Hattie Grupe, daughter of J. Carsten Grupe, a prominent pioneer who, though now deceased, is properly remembered in an extended mention elsewhere in this volume. Mr. and Mrs. Holman have three children — Charles Francis, George Alexander and Lelabd Hermann. Mr. Holman is a member of Stockton Lodge, No. 11, I. O. O. F., and is a trustee of Parker Encampment; is also a member of the Stockton Turn-Verein, and of Rawlins Post, No. 23, G. A. R. Concerning national issues he is a Republican. Mr. Holman is a pleasant, affable gentleman, having a host of friends among the citizens of the county and the traveling public.

B. H. VAN NESS, of the Mansion House, is one of the most popular hotel men in Stockton. The Mansion House was built for hotel purposes by the firm of Simpson & Gray, the present proprietors of the building. The firm which has made the hotel what it now is, is composed of B. H. Van Ness and John Ogulin, who succeeded Schmieder & Hoch in

April, 1888. The Mansion House has sixty rooms, which are admirably arranged for the purpose intended, and the capacity of the house is now tested to the utmost.

B. H. Van Ness, of the firm of Van Ness & Ogulin, proprietors of the Mansion House, is a native of Auburn, New York, born May 14, 1852, his parents being Abraham and Catherine (Van Keuren) Van Ness. When he was ten years of age, his parents removed to Rochester, New York, and there his father died about one year later. He obtained his schooling mostly at night school, and there received a good business education. He became engaged with the wholesale firm of Pritchard & Likely, dealers in trunks and traveling mens' supplies, and remained with them until November, 1878, when he came to California, locating at Stockton. For some time he was engaged in various occupations, and eventually became employed at the Grand Central Hotel, where he was clerk for several years. In 1885 he bought into the Eagle Hotel, and conducted it until he purchased his present interest in the Mansion House.

He is a member of the Truth Lodge, I. O. O. F., of Parker Encampment, of Stockton Lodge, of A. O. U. W., and of the A. O. F.

Mr. Van Ness is a genial, courteous gentleman, and has been largely instrumental in giving to the Mansion House the great degree of popularity it now enjoys.

JOHN A. CAMPBELL, of Farmington, deceased. The subject of this sketch was born in Wellsville, Ohio, February 6, 1833, son of George and Rachel (Bilderback) Campbell. The father, born in Washington County, Pennsylvania, December 27, 1800, and the mother, a native of the same State, born November 12, 1812, were married August 16, 1829, and moved to Ohio some time between 1830 and 1833. George Campbell was by trade a millwright, with some knowledge of civil engineering and surveying. About 1834 he moved to Indiana, settling ten or twelve miles from Delphi, and about 1839 to Kaskaskia, Illinois. In 1844 he moved to Grant County, Wisconsin, where the wife died October 8, 1846, he following December 7, 1849. Five sons and one daughter survived him, of whom four sons are living at the present time, namely: Thomas, George, Columbus and Henry; the last named two being well-known residents of Stockton. The grandparents, Alexander Campbell and wife, had emigrated from Londonderry, Ireland, toward the close of the last century, and settled in Washington County, Pennsylvania, where they owned a farm on which both died at an advanced age and not many days apart, in 1838. Grandfather Thomas Bilderback was a native of Pennsylvania, of Pennsylvania-German descent, and was married to Miss Preston, a native of the same State, or of what is now West Virginia; these two lived to a ripe old age.

John Campbell, the subject of this sketch, came to California in 1851 and to San Joaquin County in 1852. He was a teamster for a short time, and then engaged in farm work near French Camp. About 1855 he formed a partnership with Mr. Sharp and went into the business of threshing and farming. This arrangement lasted three years, when Mr. Campbell sold out to his partner. In 1859 he rented 300 acres on Mormon slough near Holden, and was married the same year to Miss Savilla A. Funck, an adopted daughter of the late J. P. Funck, a well-known rancher of Douglass Township. In the summer of 1861 Mr. Campbell bought 160 acres adjoining the village of Farmington on the west, and the same year became the owner of the Farmington Hotel. This he sometimes rented and at other times conducted himself together with his farm. He also resumed the business of running threshing-machines, using two every season for eight or ten years, and four at least two seasons. He was justice of the peace for eight years, road overseer for two years, school trustee for several

years, and postmaster of Farmington from January 1, 1872, until his death, of typhoid pneumonia, May 21, 1873. He was a man of unquestioned integrity and highly esteemed throughout the entire country. He left five sons and one daughter, all of whom are now living.

John Franklin Campbell, born in Holden, August 26, 1860, received a fair education in the local schools and worked on a farm after quitting school. In 1881 he rented 150 acres and entered agricultural pursuits on his own account, since which time he has been farming from 500 to 900 acres. Eugene was a farmer in 1884–'85–'86. He now rents 850 acres near Grayson, Stanislaus County, where he has resided since January, 1887, and owns 160 acres in Fresno County. In 1883 he bought a half interest in a steam threshing-machine and became sole owner in 1884; also, in 1883, John and Eugene ran a barley crusher, John becoming sole owner in 1888.

Mr. Campbell was married April 7, 1885, to Miss Hattie Ellen Rogers, a native of this State, born in Placer County, February 26, 1865, a daughter of Benjamin Franklin and Hattie E. (Lowe) Rogers. The mother died June 24, 1865, in this State; the father, born near Lockport, New York, April 7, 1833, came to California in 1849, and has resided for many years near Stockton, where he served some years as chief of police. Grandfather John Rogers, an American by birth, and a soldier of the war of 1812, died in Battle Creek, Michigan, several years ago, aged about eighty. Grandfather Luther Lowe, born in 1805, in Maryland, is still living in Missouri, and the grandmother, Hannah E. Lowe, born September 15, 1807 and died October 21, 1885, seventy-eight years of age. Mr. and Mrs. John Campbell have one child, Errol Preston, born August 28, 1889.

Thomas Eugene, the second son of John A. Campbell, was born October 18, 1861, and received the usual district school education with some interruptions. After quitting school he went to work on a farm, and in 1883 he became a partner with his brother John as above stated. In January, 1887, he bought a half interest in a blacksmith shop in Farmington, and in September, 1888, bought out his partner in the blacksmith shop. In November, 1888, he was elected constable for two years, and early in 1889 was appointed deputy assessor for Douglass Township. December 18, 1889, he married Miss Celia Ratledge.

Albert Grant, the third son of squire Campbell, born September 3, 1863, has been foreman of a large ranch in Douglass Township since 1884, and his brother, William Lincoln, born August 30, 1865, is engaged on the same farm at present. The four brothers belong to the Knights of Pythias, lodge No. 124; Eugene is also an Odd Fellow, lodge No. 296; and John F. belongs to the Ancient Order of United Workingmen, lodge No. 23.

Their only sister, Dora Birdena, born October 14, 1869, and the youngest brother, Charles Henry, born May 21, 1872, are attending Stockton Business College, and are living at the old homestead near Farmington, with their mother, who by her second marriage is the wife of Milo M. Church. Mr. and Mrs. Church are the parents of four children.

MARTIN SCHNEIDER, manufacturer of furniture and cabinet work and wood carving, Stockton, is a native of Germany, born at Leidringer, Wurtemburg, near the Black Forest, December 25, 1856, his parents being John and Anna Katherine (Messmer) Schneider, the father a cabinet-maker.

He was reared at his native place, and received his education there between the ages of six and fourteen years. He then commenced in earnest the cabinet-making trade with his father. When he had reached the age of seventeen years, he was a journeyman, and he then took the road, as is the custom with German mechanics who have finished their apprenticeship. He brought up at Zurich, Switzerland, and remained there

three or four years, taking a few tourist trips to other places, however. He went home to conscription for the army, but his name was not drawn, and he remained at home one year. In 1868 he emigrated to America, sailing from the port of Hamburg on the "Wieland" and landing at New York. After five days there, he went to Philadelphia, where he remained about the same length of time, and then proceeded by rail to California. He located at Stockton, and went to work as a carpenter on Bachman & Brant's chiccory factory. He next assisted in some building operations at Atlanta, and in April, 1879, he did his first furniture work here, at Fickett's factory. He worked there until the failure, and two weeks later started in business for himself, corner of Market and California streets, up-stairs. He did work there, keeping two or three men busy. A year and a half after starting there, however, he entered the employ of Logan & Doan, who bought him out as an inducement to him to go with them to the old Fickett factory, which they had re-opened. He served as a foreman there for one year, and then built the shop where he now does business, corner of Aurora street and Miner avenue. He employs only first-calss workmen, and his product is mostly hard wood of the better grades, though he makes up any wood that is susceptible of a high polish. His specialty is office, stair and store work, though he makes some house furniture for parties who want first class work. Good customers always prefer his work, and will have no other. He can compete with the world on hand-made work and rich designs. In catering to this class of trade he often gets orders from remote places, even turning out work for San Francisco and Sacramento. The hobby horses in Golden-Gate Park, San Francisco, were made by him.

Mr. Schneider is a member of Centennial Lodge No. 38, K. of P., of the Verein-Eintracht, Turn-Verein and of the Chosen Friends. He is an active, enterprising man, and has a large circle of friends.

Mr. Schneider was married in this city, June 8, 1879, to Miss Anna Wille, a native of Germany, born and reared in the same neighborhood as himself, and who came to this country at the same time. They have six children, viz.: Bertha Amelia, Johann Frederick, Carl Ludevig, Martin Otto, Maria Louisa and Anna Barbara Katherina.

His mother, who was born in 1827, is still living on the old homestead in Germany, but his father, who was born in 1823, died when aged fifty-nine years. Their four sons were; John, John George, Martin (our subject) and Jacob. John George is a fresco painter and the present Burgess of Belle Vernon, Fayette county, Pennsylvania. Our subject met him (who had come to America eleven years before) at Pittsburg when he came to this country. He visited with him then for three or four hours and has never seen him since.

HENRY C. SHATTUCK was born August 31, 1826, in Hookset, New Hampshire, his parents being Charles and Sarah (Taggart) Shattuck, the former a native of Massachusetts, and the latter of Maine. The father, a farmer by trade, also a mechanic, moved to Michigan in 1844, where he remained until his death in 1884. The mother died the same year: there was but twenty-five days interval between their deaths. There were nine children in the family.

Henry, the subject of this sketch, learned the cooper's trade, which he followed until he came to California in 1849, crossing the plains with ox teams. They arrived at Bear river, after a trip of six months. Mr. Shattuck went to Sacramento, where he laid the first wood floor that was ever laid in that city. He went to San Francisco, thence to Marysville, and thence to Downieville, where he started the Downieville Express, and the first store, at that time called the Forks of North Yuba. In the fall of 1851 he went to Suisun Valley and took up a ranch and went to farming. In the fall of 1852 he returned to Michigan and married Miss Maria



H. C. Shaw

Hass, a native of that State. They came to California, crossing the plains and arriving at Suisun September 1, 1852. They remained there until August, 1860, when he sold out his different places, came to this valley and purchased a squatter's claim to his present home situated ten miles from Stockton, on the Stockton and Woodbridge road. He now owns 400 acres of choice farming land, which he has himself improved. The place is devoted to general farming. Mr. Shattuck planted the first vineyard in this county. He is a practical farmer and one of the most successful in the county. Everything around his home is comfortable and cheerful, and everything that meets the eye is indicative of taste and neatness.

Mr. Shattuck was married, as before stated, toMiss Maria Hass. They have by this union two children living and one deceased, Jeanette M., Blanche V., and Francis L., deceased.

SAMUEL F. MATHEWSON was born November 5, 1834, on Staten Island, New York, his parents being John and Eliza (Johnson) Mathewson, the mother a native of New York and the father of North Ireland. The latter came to America when a boy, and was in early life a tradesman, later a farmer. In 1839 he went to Illinois, it then being new country; he located about thirty-five miles from Chicago; here he died in 1884, at the age of seventy-six years. In the family were eleven children, seven boys and four girls.

Samuel, the subject of this sketch, was raised on a farm; he went to Illinois with his parents and remained with them until twenty-one years of age. In 1859 he came to California, crossing the plains with ox teams. He started April 15, and arrived in California October 19, 1859. He came to San Joaquin County, where he rented land and went to farming. He made his first purchase of land in 1866, in Elkhorn Township, which he has improved and added to until he now has 320 acres of choice, improved farming land. His home is situated eleven miles from Stockton, and five from Lodi. He does a general farming business, raising barley, wheat and stock.

Mr. Mathewson was married in March, 1859, to Miss Carrie Hatch, a native of Massachusetts. They have six children, two boys and four girls, viz.: Frank G., Nellie M., wife of S. D. Osborn; Emma J., wife of J. D. Fish; Willie W., Mary A. and Birdenia E. Mr. Mathewson came to California with but limited means, and owes his success to industry and economy.

H. C. SHAW.—Prominent among the business men of Stockton who have identified themselves thoroughly with the commercial interests of the San Joaquin valley, stands the gentleman whose name heads this sketch. A brief resume of his early life and antecedents therefore becomes necessary for the purpose of this volume. He was born at Steuben, Washington County, Maine, November 9, 1833, and comes of an old New England family. The progenitor of the family in this country, according to the generally accepted public records, was Thomas Shaw, of Scotland, a member of one of the old Scottish clans, who emigrated to the eastern coast of America in early colonial days. Francis Shaw, his son, was born in Boston on the 29th of March, 1721. In 1745 he married Lydia Dickman, who died December 26, 1746, leaving one son, who died the following year. On the 22d of September, 1747, Francis Shaw married his second wife, Sarah, the daughter of Benjamin Burt, the silversmith, of whose skill in his trade many specimens still exist. In February, 1754, as appears by the book of records, he bought a house and land in the town of Boston, on the street or highway leading from Fish street to the old North meeting-house, and bounded by lands of the New Brick meeting-house, of John Tudor and Paul Revere. Other conveyances, of which there are several on record, show that he gradually in-

creased his investments in real estate, and he is elsewhere mentioned as a "merchant engaged in extensive business, and distinguished for intelligence and enterprise." The house above mentioned became his residence, and was probably that of his widow until her death, when it was sold by the heirs, and described as "late the mansion of Francis Shaw, esquire, deceased." It was here that took place the quarrel between Samuel Shaw, the third son of Francis, and Lieutenant Wragg, of the British army, an account of which is given by Hon. Josiah Quincy, in his memoir of his friend, Major Samuel Shaw. Major Pitcairn and Lieutenant Wragg had been billeted on his father, and the Lieutenant, having at the table spoken contemptuously of Americans, was challenged by young Samuel—or, as another account says, received from him the contents of a glass of wine full in the face,—but a duel was prevented by the intervention of Major Pitcairn. "The incident," to quote from an Eastern publication, "shows the principles of the family, and that of most of the inhabitants of the North End, where they resided," and which was also, as Quincy says, "the abode of some of the most active and ardent spirits who gave character and impulse to the American Revolution." Like many other patriots, the family left Boston while egress was still permitted, and found refuge with Mrs. Burt, at Newburyport. In 1776, after the British had evacuated Boston, they returned to their homes, and in 1779 Francis Shaw was collector of taxes for the town. His finances had been crippled previous to the war of the Colonies with Great Britain, he having, in 1770, in company with Robert Gould of Boston, and Lane, Son, Brazier & Co., eminent merchants and bankers of London, embarked in a disastrous colonization enterprise.

They obtained from the crown a grant of a township of land in the then province of Maine, and, after a careful reconnoissance, fixed upon the location of a fine seaport town, which they named Gouldsboro. Settlers were brought in and all necessary live-stock and implements provided, farms cleared up, mills erected, etc., but when everything promised splendidly, the war of the Revolution came on, putting a stop to all business, with disastrous results to the promoters of the enterprise. Mr. Gould, who had been largely engaged in commerce, was ruined, and his share of the responsibility, as well as of the property, fell to Francis Shaw, who likewise made advances for Lane & Frazier, and expended nearly the whole of his estate in the purchase and transportation of supplies. There was no relief until the close of the war, when a renewal of business operations was attempted by Francis Shaw and his son. Improvements of all kinds were again placed under way, but this did not last long: Francis Shaw died in Boston on the 18th of October, 1784. His eldest son, Francis Shaw, Jr., was the grandfather of the subject of this sketch. He was born on the 28th of July, 1748, and was educated by Mr. Gould before mentioned. When the Gouldsboro enterprise was undertaken, he was sent there as the agent of his father and of Mr. Gould, and his finances suffered with the others. He was married at Gouldsboro to Hannah Nickels, who was born in Boston, October 20, 1754, and was the daughter of William and Margaret (Breck) Nickels. He participated in the struggle for independence with credit, holding the rank of Major, and afterward of Colonel. He died at Gouldsboro April 17, 1785. His younger brother, Samuel Shaw, heretofore mentioned as a young Boston patriot, the third son of Francis Shaw, Sr., was a yet more distinguished figure in the the American Revolution, and became a very prominent man. He was born in Boston, October 2, 1754, was educated in the public schools of that city, and entered the Latin school under the tuition of James Lowell. Though destined for commercial pursuits, he left the school-room for the exciting scenes of camp life when the colonies commenced their struggle for liberty from the British yoke. He entered the army as a Lieutenant, but was soon promoted for meritorious conduct, and became a member of General Knox's staff. When he lef-

the army he received the following testimonial from the commander-in-chief:

"This certifies that Captain Samuel Shaw was appointed a Lieutenant of Artillery in the army of the United States of America in 1775; in the year following he was appointed Adjutant, and in 1777 was appointed to the ranks of Captain-Lieutenant and Brigadier-Major in the corps of artillery, in which capacity he served until August, 1779, when he was appointed Aide-de-camp to Major General Knox, commanding the artillery, with whom he served till the close of the war, having been promoted to the rank of Captain of Artillery in 1780. From the testimony of superior officers under whom Captain Shaw has served, as well as from my own observation, I am enabled to certify that, through the whole of his service, he has greatly distinguished himself in company which could entitle him to the character of an intelligent, active and brave officer.

"Given under my hand and seal this 3d day of November, 1783.

"GEORGE WASHINGTON."

Colonel William N. Shaw, the youngest child and fourth son of Francis Shaw, Jr., was the father of our subject, H. C. Shaw. He was born November 12, 1783. He inherited the prevailing military spirit of the family and took an active interest in the militia, in which he held the rank of Colonel. In civil life, he followed mercantile pursuits, milling, etc. He died March 2, 1845. The maiden name of his wife, who died May 19, 1880, was Nancy D. Stevens.

Henry C. Shaw, the subject of this sketch, was the tenth in order of age, and the sixth son of his parents' twelve children. He commenced attendance at school in his native place, but when in his thirteenth year left there to commence a higher education at North Yarmouth Academy. Having completed his studies there, he began attendance at Phillips Academy, Andover. His education completed, he went to Boston, and engaged as clerk with the firm of Horatio Harris & Co., No. 8, India street, a commission house in the foreign trade. With them he remained until 1851, when he decided to try his fortune in California, and sailed on the clipper ship Shooting Star (Captain Baker) from Nantucket. Having been partially dismantled by severe weather while in the gulf stream, the vessel put into port at Rio Janeiro for repairs. Resuming the voyage she proceeded to San Francisco without further noteworthy incident, and arrived at her destination after a voyage of 144 days. George N. Shaw, a brother, was then in business in San Francisco on Battery street between Bush and California, as head of the commission house of George N. Shaw & Co., and our subject joined him and became engaged in the establishment mentioned. About the first Sunday after his arrival, he saw, near his brother's place of business, the hanging of two men by the first San Francisco Vigilance Committee in 1851. This sight had a depressing effect upon Mr. Shaw, unaccustomed as he was to such scenes of violence. He had been in San Francisco but a short time, when he went to the Sandwich Islands on a trip combining business with pleasure, returning some five or six months later. He then went to the mines with the intention of joining in the search for gold, his work in this direction being principally on the north fork of Feather river, at Potter's Bar. He had been at work but a short time when he became sick, due principally to exposure in the water, and from which he did not fully recover for about three years. He returned to San Francisco, and from there went again to the Sandwich Islands, where his health improved. He was most of the time at Honolulu, and when he left there went back to San Francisco. From there he went to Washington Territorry, and located at an Indian trading post on Neah bay. He became engaged there with C. L. Strong, but later left that employ and went into business for himself, trading with the natives. In the course of trade, he visited the northern tribes as far away as Queen Charlotte's island. His business compelled him to familiarize himself with the native tongue, and

he acquired a good commercial knowledge of half a dozen Indian dialects. While pursuing his other interests, he also explored some of the rivers in that region for gold. In all he remained in the northern country some three years, and then left to join his brother in the Washoe district of Nevada. He had proceeded on his way as far as the Big Trees of Calaveras County, California, where he was again taken with sickness so severely as to induce his return north as far as Neah bay. After one year there, his health having returned, he came back to California, located in Stockton, and engaged as clerk in an establishment for the sale of agricultural implements. From that position he progressed into business for himself, which he has handled with abundant success. The plow works which bear his name were established in 1879, and their product is widely known and favorably received. Mr. Shaw, during a long and successful career as a business man, has gained an enviable reputation as an upright, generous and public-spirited citizen. His occupation has placed him in close relations with farmers and producers the length and breadth of San Joaquin valley, and through adversity and failure of crops, he has all these years stood by and assisted many worthy but unfortunate producers. On the subject of California farming he is enthusiastic, and has given the subject a great deal of attention, especially in importing and manufacturing improved implements and machinery and equipments for ranches, large and small. His high sense of honor, forbearance and universal generosity among his neighbors have given him a degree of popularity and respect that is indeed unusual. Mr. Shaw has an abiding faith in the resources, productiveness and future growth of this section of California, and believes that the city of Stockton with her natural advantages in a commercial point of view, is destined to be the great inland city of the State and the center for manufacturing agricultural implements and machinery.

Mr. Shaw has been master of Morning Star Lodge, F. & A. M., two years, and is a member of Stockton Chapter and Stockton Commandery. In the Grand Commandery of California he has held the office from junior deacon to junior warden. He also belongs to Stockton Lodge, I. O. O. F. He is an exempt member of Weber Engine Company of the old volunteer fire department, and has been in the past identified with the National Guard of California, having been First Lieutenant of the Stockton City Guard.

Mr. Shaw has three brothers who came to California, and all of them were pioneers. Of these Colonel William T. Shaw, the eldest, gained national reputation, and his sketch follows:

Colonel William T. Shaw was born September 22, 1822, was reared in Maine, and received his education at the Maine Wesleyan Seminary. He went to Kentucky as a teacher, but enlisted in the Second Kentucky Infantry for service in the war with Mexico, in which he remained until the close of that struggle. Afterward he participated in the Indian war on the borders. Having obtained a reputation for noble daring, he was chosen in 1849 as the leader of the first party of thirty-six men who crossed the plains to California in search of gold. He came to Stockton, and was one of the first to go to the mines from this point. In 1853, leaving California he went back East, and located at Anamosa, Iowa, where he yet resides. In 1861, when the civil war broke out, he offered his services in behalf of the flag of his country, whose colors he had followed in two former wars, and threw his whole soul into his efforts in behalf of the Union. He raised a regiment, and on the 24th of October, 1861, was elected its Colonel. His regiment, the Fourteenth Iowa, distinguished itself in every battle in which it was engaged, and the Second Brigade, Third Division, Sixteenth Army Corps, which was subsequently commanded by him, gained the name of the "Iron Brigade," from its power of endurance and unflinching bravery in battles. At Fort Donelson and at Pittsburg Landing, the fighting of the Fourteenth Iowa

was fearfully in earnest, and gained the admiration and applause of both friend and foe. Beauregard said, "We charged the center five distinct times, and could not break it."

Colonel Shaw was more than once reproved by his superior officers for disobeying the strictest orders and rushing into the fight before the command was given. "It will be remembered," says the Davenport, Iowa, *Gazette*, "when General Prentis lectured in Davenport on the battles of Shiloh, he spoke of the bravery of Colonel Shaw, and referred to the strong language he could use when provoked to it, even excelling Prentis himself in the use of the adjectives. When Colonel Shaw's term of service expired, he was relieved by the following order:

"*Headquarters Right Wing, Sixteenth Army Corps, Harrisonville, Missouri, October 29, 1864.*

"Special Order No. 132.—1. Colonel W. T. Shaw, Fourteenth Iowa Infantry Volunteers, is relieved from the command of the Third Division, Sixteenth Army Corps, and will forthwith rejoin his regiment at Davenport, Iowa. The quartermaster will furnish him transportation for himself and authorized servant.

"2. In relieving Colonel Shaw from the command of the Third Division prior to his being mustered out, it is but an act of justice to an energetic, thorough and competent officer, to say that for the last fifteen months he has been in this command as commanding a post, brigade and division, and in every position he has performed the incumbent duties faithfully and well; with an ability that few can equal; with courage, patriotism and skill above question. The service loses an excellent officer when he is mustered out.

"By order of Maj. Gen. A. J. Smith,
"S. Hough, A. A. G."

When the Colonel was about to take leave of his compatriots in arms, the officers of the division which he had commanded presented him with a costly sword and scabbard, one of the most beautiful ever made.

On his return to Anamosa he engaged in business, agriculture and banking, and has ever since taken a lively interest in every enterprise likely to aid his city, county or State. He has been the moving mind in three different successful railway enterprises, and in everything has shown the broadest public spirit, being noted for his perseverance and indomitable energy. He is a man who holds the confidence, esteem, and respect of all who know him. A stanch Republican, he has contributed much to past successes of his party in the State of Iowa, and made one of the most exciting races for Congress in the history of his district, being defeated only on account of the exceptionally peculiar position in which the Prohibition movement placed the Republican party that year, attacked from front and rear. It was concluded that he made a grand race, and came nearer success than any other Republican could have done that year. Colonel Shaw has been for many years the leading spirit of Anamosa, which pretty city is indebted to his enterprise for her finest buildings and for the establishment and success of nearly all her enterprises.

George N. Shaw, the next younger brother of W. T. Shaw, has been previously mentioned as engaged in the commission business in San Francisco in the early days. He died in the Washoe district of Nevada, where he was an operator in mines.

Edward B. Shaw, the other brother referred to, came to this State via Cape Horn in 1859, and died shortly after landing from the ship.

WILLIAM NORTHROP, of Elkhorn Township, was born May 13, 1830, in Litchfield County, Connecticut, his parents being Lord W. and Cornelia (Buckley) Northrop. Lord Northrop was raised as a farmer, which occupation he followed up to the time of his death. He came to California in 1857, via the Isthmus. He came to Elkhorn Township and purchased land, the present homestead, nine miles from Stockton. He died Au-

gust 15, 1889, at the age of eighty-six years. His wife is still living, aged eighty-one years. In the family were twelve children, nine boys and three girls, four of whom are now living. Mr. Northrop was a successful and practical farmer; he is well remembered by a host of friends. He has passed away like many other old settlers, and leaves only his children to tell the story of his early life.

William, the subject of this sketch, was raised on a farm until sixteen years of age, when he learned the plasterer's trade, which he followed until he came to California. In 1851 he sailed from New York for California, coming via the Isthmus. He went at once to the mines at Sonora, where he remained about a year, when he came to this valley and settled on a piece of land. In the summer of 1852 Ezra Fiske was taken into partnership with him. In the fall of that year their first crop of grain was planted. They continued their partnership until July, 1853, when William sold his share to Baker, went again to the mountains and engaged in teaming. In the fall of that year he returned to this valley and located on a ranch of 160 acres in Elkhorn Township, on which he remained until 1869, when he sold out for $30 an acre. He then went to San Francisco, where he remained until 1887, working at his trade. At the present time he is superintending the home farm, showing great ability as a farmer. He resides with his aged mother.

ANDREW J. NELSON, of Elkhorn Township, was born December 24, 1837, in Washtenaw County, Michigan, his parents being Robert and Lydia (Gale) Nelson, both natives of Pennsylvania. They went to Michigan when it was yet a territory, took up land there and made their home there for the remainder of their lives. The father died in 1861, at the age of sixty-nine years, and the mother in 1860, at the age of sixty-four years. In the family there were seven children, three daughters and four sons. Two of the brothers came to California, Robert in 1869, and Albert in 1884; the latter has since died. Andrew remained at home until twenty-one years of age, then in 1859 crossed the plains to California. He had started with the intention of going to Pike's Peak, but had been discouraged by parties whom he met on the road. He landed in Stockton, and went at once to farming. For eight years Andrew worked on a farm, first as a hand, then as foreman. In 1867 he located and purchased his present property, containing 320 acres of fine farming land, situated ten miles from Stockton and four miles from Lodi. It is devoted to the production of hay, grain and stock. The appearance of the ranch shows the owner to be a practical, successful farmer.

Mr. Nelson was married in 1868 to Mrs. Mary J. Walters, widow of George W. Walters, and a native of Ohio. They have two girls, Myrtie and Coral, both at home.

VICTOR V. HECK, grocer of Stockton, is a native of New Orleans, Louisiana, born September 11, 1841, his parents being Jacob and Amelia (Wills) Heck, both of whom were born in Europe; when he was a child of but six months, his parents removed to New Philadelphia, Tuscarawas County, Ohio, and there he was reared until he had reached the age of sixteen years. He received his education there and at Bryant, Lusk and Strattan's Business College, Cleveland, Ohio. In 1857 the family removed to Missouri, settling three miles east of Neosho, on Joy's Prairie, Newton County, where they had a farm.

Victor V. Heck, subject of this sketch, not being adapted to farming, concluded to find some occupation more congenial, and left home late in the same year that the family removed to Missouri. He got a situation carrying mail on one of the routes out of Neosho, for A. J. Burden, and drove stage teams three months.

Afterward for about a month, he carried mail from Sacoxie to Turkey Creek mines, and next went to work for Wiley & Johnson, carrying mail from Neosho to Fort Scott, Kansas. He gave up that situation, and went to work in the lead mines at Granby for a short time. He was offered an opportunity to go to Oregon overland, by ox team, and decided to go. On the 3d of May, 1860, a company of ten wagons (with whom was Mr. Heck), went to Fort Scott, where they joined with the McVey train, and started on the long trip across the plains, Mr. Heck driving an ox-team. They had no difficulty until arriving at the foot of the Sierra Nevadas, on the middle route to Oregon. The road had not been traveled for five years before that, and was nearly as wild as ever. They had a skirmish with the Indians, and drove them off, but lost ten head of stock. They kept a sharp lookout, and for some time were saved considerable inconvenience on account of the red-skins, though they had no more trouble with them after crossing the mountains. The first town they struck was Ashland, after traveling down Bear river. Thence they proceeded via Jacksonville and Rogue river valley, across the Coast Range, to Crescent City, and thence up the coast, making their own road over the mountains. They brought up at Pistol River, ten miles south of Ellensburg, and mined there that winter. They then started back for California, traveling through the State in different direction, by way of Yreka, Shasta, Butte, and Soda creek, thence down the Sacramento river. When they halted they were at Petaluma. There Mr. Heck stopped, and he obtained work, being engaged about there at different occupations, the man he crossed the plains with having gone back to Iowa. Mr. Heck remained in the vicinity of Petaluma until 1863, then went up to Star City, Humboldt County, Nevada, where the famous Sheba mine was then attracting such attention, shares in the noted swindling concern having been run up from three-bits to $600 each. When he returned from there, he went to San Francisco, and entered into the service of the Union, in Company I, Sixth California Volunteer Infantry. He had been with the company but a short time when he was promoted Corporal, and a week or ten days later was brevetted Sergeant and detached on steamer duty between San Francisco and Panama. He served in that capacity till the close of the war, and was discharged at Benicia thirteen days after his regiment was mustered out. He was engaged at various avocations from that time until the Western Union Company decided to build a telegraph line from San Francisco to St. Petersburg, via Alaska. Mr. Heck went to headquarters and offered his services for the expedition. Captain Wright, who was employing the men, gave the preference to soldiers, and Mr. Heck, being one of the fortunate ones, signed the roll April 1, 1866. On June 6, 1866, the barque "Palmetto," with the expedition on board, sailed for Petropaulovski. Their first stopping place was Honolulu, where they arrived July 2, 1866. On the 5th of July, they resumed the voyage, which proved to be an eventful one. After encountering severe storms, running over a reef, and meeting with many dangerous experiences, they reached Petropaulovski in the latter middle of August. Colonel Bulkley, who had gone before, had left orders there for the expedition to go to Ghigiginski, and they reached that point about the last of September, having been six weeks making 400 miles, the weather being intensely cold. They were met by Major Abasa, by whom they were given instructions as to their future movements, and some necessary advice. They then concluded to start, notwithstanding the weather, which had reached a frightful degree of cold. Later, they met George Kennan, who was their division superintendent, under Major Abasa. They traversed the country from Gigiga to Pengueni with dog teams, a troublous incident of the journey being some difficulty with the foreman, Sanford, in regard to salaries. Mr. Heck refused to work longer for the wages he was receiving, and all the others but one followed him in that movement. That was in May, 1867. They started back by dog teams to

Gigiga, where they arrived June 6. There they made arrangements with Mr. Kennan for provisions and other necessaries to live comfortably until a ship could arrive to take them back to San Francisco. A party of four—A. L. Bowser, Henry Preble, William O'Brien and Mr. Heck — went to Myack light-house and pitched their tents there to await the arrival of the ship. Mr. Kennan requested them to keep a look-out for any vessel that might come into the gulf, and to send him a runner should one appear. None making their appearance in time, Mr. Kennan paid them a visit. They manned a whale-boat, and started across the gulf to see if they could sight a vessel. They were fortunate enough to meet the barque "Sea Breeze" (Captain Hamilton), sixty days from Honolulu. They boarded the vessel, and were splendidly treated. While on the vessel they witnessed the process of cutting up a whale. They remained on board till evening, and before taking their departure were given a large number of newspapers of April dates. When they landed, they built a fire, and sat down to read the news. One of the readers noticed an item which stated that the Western Union Company had suspended operation in Northeastern Siberia, owing to the fact that Field's cable had proved a success. That was news indeed, and Kennan could hardly realize it. He cut out the article containing the news, and took it back with him to surprise the others. In September, 1867, the barque "Onward" (Captain Sands) arrived from San Francisco to take them home. The party, including Kennan, boarded her, and she then proceeded to Yamski, where she took on three more, thence went to Okhotsk, where the last installment of three was taken aboard. The vessel then headed for San Francisco, where the party arrived without trouble save from the terrible storm encountered between the Farallones and the Heads. The storm struck them in the day-time, and before night they were running out to sea under a goose-wing main-top sail and a jib. They rode out the most violent portion of the storm in safety, and on the 8th of November anchored off Black Point, where the water blew over the decks all night. After landing, Mr. Heck drew his pay and went to Solano County, where he worked on a farm for Hall & Martin. He worked until after haying, in the spring, and then started home to see his parents. Going to San Francisco, he concluded he would like to see Stockton before going East, and coming here, he has remained ever since. He was for several years engaged in various avocations, among them clerking in a hotel, selling sewing-machines, sheep ranching in Nevada, and finally engaged with the firm of Buck & Hedges, with whom he remained for eleven and a half years. In November, 1885, he embarked in the grocery business for himself on the corner of California and Church streets, where he has built up an extensive trade.

Mr. Heck was married in Stockton April 27, 1872. His wife's maiden name was Miss Mary McCann. They have five children, viz.: John, Nellie, Victor, Amelia and Irene.

Mr. Heck is financial secretary of Charter Oak Lodge, No. 20, K. of P., and a member of Stockton Lodge, No. 23, A. O. U. W., and of Jefferson No. 98, I. O. O. F., at Woodbridge.

Mr. Heck has had a varied experience, such as falls to the lot of but few men, and has thus come into possession of much valuable knowledge gleaned from personal experience, making him a very entertaining conversationalist.

PERRY YAPLE, merchant at Ripon, was born in Tompkins County, New York, March 9, 1825, a son of Henry and Sally (Dykeman) Yaple. The father, a native of New York State, was the first white male child born in Ithaca, New York, his birth having been preceded by a female cousin six months before; he died in Danby, New York, aged seventy-six. The mother, a native of Butternut, New York, died April 12, 1836, aged forty-two. Grand, father Jacob Yaple, the first settler in Ithaca, was a native of Virginia. Great-grandfather

Yaple was an emigrant from Prussia, who settled on the James river, in Virginia. Jacob Yaple moved to New York and settled there, where Ithaca now stands. He built the first grist-mill and was also a farmer, owning a considerable quantity of land. The tradition of the family is that he was swindled out of a great portion of his first purchase by the failure of his messenger to deliver the purchase money at the appointed time.

Perry, the subject of this sketch, received the limited education of the period in country parts. He learned the trade of blacksmith, beginning his apprenticeship in 1842, in Ithaca, New York, where he afterward worked as a journeyman one year. The old shop was still standing when he visited the place in 1886. He then worked in Danby six years, in a shop of his own. In 1852 Mr. Yaple came to California, leaving Danby September 16, and New York September 20, via the Panama route, and arrived in San Francisco October 20, 1852, when he proceeded without delay to Stockton. Here he worked at his trade a year for the stage company, but while so engaged, in the spring of 1853, he started his own shop, employing a journeyman to attend to such work as was brought there. Free from his engagement with the stage company, he formed a partnership with Wells Beardsley, a wagonmaker who had accompanied him from Danby. In 1854 they made the first gang-plow made in this State. They made three plows, each of three gangs, that season; and ordered a threshing machine from the East. That winter Mr. Yaple tried his luck at mining at Shaw's Flats, Tuolumne County, where he remained until May, 1855, gathering a few hundred dollars. He ran the threshing-machine that summer, doing fairly well, and at the close of the season resumed blacksmithing, in partnership with P. L. Williamson. After one year Mr. Yaple made a trip to Oregon, but found nothing especially inviting, so returned to Stockton, January 1, 1857. He then started a barley-crusher with D. G. Humphrey as partner and received for that work $5 a ton, a fair day's work being sixteen tons, and the invesment about $4,000. In 1859 he returned to his home in the East and brought out sixty hives of bees, costing $15 each, for which he was offered $50 each, but he preferred to keep them. He went and returned by the Panama route.

In 1862, he took up, chiefly for his bees, 160 acres, a quarter in the section on which Ripon stands. In 1868 he exchanged with his partner Humphrey, he taking the bees and Humphrey the barley crusher. He had about 100 hives, which the bee epidemic of that year reduced to five, then he turned his attention to general farming. In 1864 he bought another quarter section, and again, in 1866, another. In 1874 he bought a half section. He exchanged the half section for a more desirable quarter section with an old warehouse on it. In 1878 he purchased the general store of the village, which was carried on by his son D. F. until his death in 1884. He engaged in farming until 1883, when he sold all his land, except sixty-five acres near the village. He then wound up his shop and began to build, his first enterprise being the brick warehouse in Ripon. In 1886 he built the two-story brick building now used as a general store, with Odd Fellows' Hall overhead. He has been Justice of the Peace since 1886. He runs the general store in the village, in the two-story brick, forty-five by seventy feet, already referred to, in partnership with his son-in-law, E. C. Dickinson, under the style of Yaple & Dickinson.

Mr. Yaple was married in Danby, New York, May 10, 1849, to Miss Ann Eliza Knapp, a native of that State. She died in May, 1851, leaving one boy, D. F., who came to California in 1868. He ran the general store in Ripon from 1878 to 1884, when he died, leaving one child, Estelle Perry, and his widow, Lulu (Woods) Yaple, both living in Suisun in 1889. Mr. Perry Yaple was married a second time, at Pacheco, California, September 25, 1862, to Mrs. Martha M. (Burley) Clark, the widow of Lorenzo Clark, of Lowell, Massachusetts, where he died

in 1855. She was born in New York State, a daughter of Thomas and Martha (Doten) Burley, both natives of New Hampshire, the father being born at Dorchester and the mother at Canaan, in that State. The father was accidentally killed by a fall from his horse at the age of fifty, and the grandfather, Jacob Burley, also met an accidental death at the age of sixty. The latter was known as Captain Burley, having been a soldier in the war of the Revolution. His widow, Elizabeth (Dow) Burley received a pension for some years. She was a second cousin of the celebrated revivalist and temperance lecturer, Lorenzo Dow, and a native of Massachusetts. Captain and Mrs. Burley had ten children, of whom nine grew to maturity. Grandfather Doten lived to be seventy five; his wife's name was Mary.

Mr. and Mrs. Perry Yaple are the parents of two children, daughters, namely: Nellie L., now Mrs. Evert C. Dickinson, of Ripon, who has two children,—Clarence Leroy and Perry Yaple. The second daughter of Mr. and Mrs. Yaple is Edith Dow, now Mrs. James S. Moulton, of Linden, of whom a sketch is given elsewhere in this volume.

THE RIVER EXPRESS.—Of all the firms and business institutions of which Stockton can lay claim, perhaps none has shown such remarkable progress from the very humblest of beginnings as the River Express. But a few years ago the business, which has now assumed handsome proportions, was unknown, and probably unthought of.

In 1878 a youth named Simington commenced carrying packages between San Francisco and Stockton, on the boats of the California Steam Navigation Company, on which he ran as an errand boy, making the trip up one day and down the next; but as he had no wagon at either end for delivery, the business of course was a small one, and did not offer much promise. He sold out to Thomas Sedgwick, and the latter shortly afterward put on a wagon at the San Francisco end of the line. A couple years later C. H. Pease and Robert L. Tubbs succeeded to the business by purchase, and they put on a wagon for delivery in Stockton. They carried on the business about two years, and then sold out to J. C. and J. B. Cowden, brothers. The first named of these sold his interest November 20, 1885, to E. S. Van Pelt, and the latter and J. B. Cowden were the proprietors until June 1, 1886. Then Mr. Van Pelt bought out the interest of J. B. Cowden, but at once sold it to his cousin, A. H. Kelton. The firm remained Van Pelt & Kelton until March 16, 1889, when P. D. Campbell, a messenger on the boat, became a member of the firm, and these three constitute the River Express Company. Mr. Van Pelt is in charge of the Stockton office, Mr. Kelton in San Francisco, and Mr. Campbell has charge of the transportation on the boats of the Steam Navigation Company. The business is carried on under the present management with clock-work precision, and regular trips are made each way daily, while the patronage has so increased on account of the excellent business methods adopted, that six wagons and one dray are now kept busy at the termini of the line, and eight head of horses are utilized in drawing them, and two messengers are employed on the boats. Such is the record made by this firm of young men, who have had to commence at the bottom and feel their way to their present safe position. Certainly the business men of Stockton should take an interest in this institution, of such benefit to them, and which has grown up in their midst; and that they do is evidenced from the large and constantly growing trade which is entrusted to the care of the River Express by them, as well as by the business men of San Francisco. Success in business is always appreciated, and especially so when it opens up new channels long unappreciated and tending to the credit and advancement of the city.

As their enterprise is one of which Stockton is especially interested, sketches of the men

who have made it what it is are given in this volume.

E. S. Van Pelt is a native Californian, born at Mokelumne Hill, July 2, 1858, his parents being John and Sarah Jane (Kelton) Van Pelt. His father was born on Long Island, New York, and came out to California in the early gold-mining days.

JOHN HALL, a rancher of Dent Township, was born in Illinois, April 20, 1840, son of William and Nancy (Embank) Hall. They crossed the plains in 1857, and settled in this county, near Farmington. The father was born in Franklin County, Georgia, March 4, 1804, and died in Calaveras County in 1885, aged eighty-one. The mother was born in Jackson County, Georgia, November 16, 1806, and died in this county in 1887, aged eighty-one. Both are buried in Burwood Cemetery, in this township. The grandparents Embank, long settled in Alabama, and perhaps born there, died in Illinois at an advanced age.

John Hall, the subject of this sketch, worked for his father until about the time of his marriage, which occurred July 26, 1866, when he was united to Miss Estella Jane Huntley, born in Pike County, Illinois, September 8, 1848, daughter of Lyman Lysander and Matilda (Brown) Huntley, of this township. Mr. Hall took up eighty acres for a homestead, and pre-empted eighty, both situated nearly five miles northeast of Farmington, in this county. These he held five years, and then rented 320 acres in Stanislaus County for three years. In September, 1876, he rented 330 acres, which he still occupies on the Stanislaus, about seven miles east of Ripon, purchasing it in October, 1877. About 200 acres are wheat-growing upland, and the remainder adapted to the raising of corn, alfalfa, potatoes or fruit. He has about 300 vines and as many fruit trees of various kinds.

Mr. and Mrs. Hall are the parents of eight living children, viz.: William Solon, born June 8, 1867; Harlow Huntley, July 10, 1869; Ida May, October 31, 1871; Harry Edwin, July 5, 1874; Bessie, May 21, 1881; Franklin Fay, June 7, 1883; Reuben Roy, December 1, 1885; Erma, March 10, 1888.

ALONZO RHODES, one of the pioneers of California, has been a resident of Stockton since the city's early days. He is a native of North Carolina, born at Lumberton, Robinson County, April 25, 1825. His grandfather, Jacob, was a Virginian of English ancestry. His father, Thomas Rhodes, was an enthusiastic Democrat, and energetic in business. His mother's maiden name was Ann Maria Brockett.

About 1831 the family removed to Hinds County, Mississippi, and the following year to Vicksburg, and later up the Yazoo river to the neighborhood of the little town of Tuscaloosa. When Carroll County, Mississippi, was created Mr. Rhodes, Sr., was elected its first Clerk and held that office eight years, or until his death, November 5, 1839. During the following year his widow died leaving a family of seven children.

At the age of fifteen years, an orphan, Alonzo Rhodes started out in the world for himself. Going to Memphis, Tennessee, he soon secured employment as an apprentice in the drug store of Hugh Horah & Co., at a salary of two hundred dollars for three years. Hard work and close study told upon his health and he was allowed a vacation to visit home scenes in Mississippi. Returning, he resumed his duties, and at the end of three years, having finished his apprenticeship, he found himself sixty dollars in debt to his employers. Upon informing the head of the firm of this fact, he was told to balance the account by charging the amount to profit and loss. He was then master of his profession and was promoted to the management of the prescription department at a salary of two hundred and fifty dollars a year. In the fall of 1846, however, his health again began to fail,

and after consultation with his employers he decided to settle up with them and go to New Orleans. After a brief sojourn in the Crescent City, he aga inreturned to his former home in Mississippi, where he had the good fortune to meet with a former friend of his father doing business at Greenwood. He was offered half of the profits to take charge of the business, with an ample supply of money, and decided later to accept the proposition, becoming manager of the forwarding and commission business of C. F. Hemmingway & Co. Trade flourished under his care, but failing health compelled him to abandon the position the following year. After a trip to Northern Mississipipi and Tennessee, he returned to his post in better health.

In February, 1849, he decided to remove to California. Winding up his business relations, he bade his friends adieu on the tenth of that month, went to New Orleans, joined a party organized for making the journey via Texas and the southern overland route, and embarked on the steamship Palmetto for Galveston. They landed there and proceeded on to Corpus Christi, where they organized under military discipline. They arrived at San Antonio during the prevalence of cholera, which carried off Gen. Worth while they were there. Dissensions arose in the company over the peculiar enforcement of military discipline, and Mr. Rhodes, becoming disgusted, drew out, thus forfeiting his share, one hundred and fifty dollars, which he had paid into the general fund, and traveling thereafter with a saddle horse and pack animal. At Fredericksburg he purchased a wagon in which he pursued his journey as far as Fort Leaton on the Rio Grande. Here he disposed of the wagon, and in company with W. L. Gray, Samson Gray, Benjamin F. Williams and two men named Baldwin, and Whitman (all now deceased) continued the journey through Chihuahua, Durango and Sinaloa to the Pacific, reaching Mazatlan about the middle of July, 1849, and a few days later embarked for San Francisco on the Danish brigantine Johanna and Uluffa.

Soon after leaving port the captain violated his contract by attempting to furnish stale bread and inferior provisions. The passengers met and passed resolutions that unless the captain changed his tactics they would tie him to the end of a rope, pitch him overboard and tow him through the water until he was ready to come to time. When the captain found they were determined he ordered better fare, but both he and the mate continued sullen and domineering. Even the cook tried to follow their example, and a few days later shoved a sea-sick passenger over. In turn he was himself floored with a billet of wood by another passenger. The latter was then attacked by the mate, hatchet in hand. He heard a noise behind him, however, and looked around in time to see a big Louisianian making for him with a bowie-knife. This caused him to go elsewhere, and thereafter there was no more trouble. The captain gave it out that he intended to put the paasengers through for mutiny on reaching San Francisco; but when informed that an attempt of that kind would be met with instant death without regard to law, he changed his mind.

On the first of September, 1849, the brigantine entered the Golden Gate, cast anchor in the harbor, and the passengers were soon ashore. Three or four days later Mr. Rhodes, in company with William and Samson Gray, took passage on a sloop for Stockton. Arriving here, they took passage by ox team for Jacksonville, Tuolumne County. Having reached the mines, and being encamped on the Tuolumne river, Mr. Rhodes tried his luck at mining on the morning of September 11. Procuring a pan of dirt from what he thought a favorable spot, he shook and washed it long and carefully finding at last the shining particles alone in the bottom. He thought he had at least two dollars' worth, but upon having it weighed at a store near by was surprised to learn it was worth only three bits. Nothing daunted, he procured a rocker at the cost of thirty-two dollars, and went to work in earnest, and with good results. He continued mining with various fortune in different localities until January, 1850, when in company with B. F. Moore he went to Columbia and built the

first cabin in the place. In 1851 he left there, and going to Old River settled on Union Island, where after one season of experienec in the business of haying he turned his knowledge of firearms to account by hunting elk and fowl for the San Francisco and Stockton markets. While thus engaged he had his first and last experience in bear hunting. He had long been anxious to distinguish himself by killing a grizzly, and in the fall of 1851 the opportunity presented itself rather unexpectedly. Having killed an elk one afternoon, he and his partner were returning to their camp on Union Island with a piece of the meat, when their attention was called to their dog, which came rushing past them his hair turned the wrong way. On facing about Mr. Rhodes beheld two monster grizzlies, one standing erect on its hind legs, the other making directly for him. Instantly he raised his rifle to his shoulder, and when the bear was within about twenty feet of him, fired. The bear fell over, but being only wounded gathered himself together, returned where his companion was, and at once renewed the attack. Mr. Rhodes started away, but was overtaken by the bear. Bringing his revolver into play, he managed to extricate himself from his perilous position and was satisfied to leave the grizzlies to their own sweet will thereafter.

After a trip to San Francisco and a visit to Vallejo, where the Legislature was then in session, he proceeded up the San Joaquin on Captain Halley's little steamer, the only craft then navigating that stream, and embarked in a wood-chopping enterprise, which proved a disastrous failure. He returned to Stockton with a capital of only $10, and no prospects. He was solicited by a friend to run for the office of constable, but, not having resided in the city thirty days he at first demurred. He finally yielded to importunities, however, and invested his entire capital in cards announcing his candidacy. Through strenuous exertions he was elected over strong opposition. He filled the office one term, and by economy and strict application to business accumulated some money. In 1854 he was appointed a notary public by Governor Bigler, and opened an office in the old Geddes building, corner of Center and Main streets. Here he did a general conveyancing business, together with collecting and lending money. He prospered, and on the 15th of March, 1855, he was married to Miss Annie McVicker, a native of Natchez, Mississippi. In 1857, acting under the advice of his physician, he moved to the mountains, settling at Murphy's Camp, in Calaveras County. Here he engaged in mining operations, which he followed with fair success until 1864, when he ceased all work in mining and opened an office for the purpose of buying and selling mining stock. Soon afterward he was appointed agent of the Western Union Telegraph Company. In 1869 he was acting secretary of the Union Water Company, and was also agent of Wells-Fargo Company at Murphy's, all of which positions he held until 1871, when the Board of Directors of the Water Company was ousted by a decree of the District Court, and it became necessary for him to vacate his office as secretary of the Water Company. He then engaged in merchandising, but as the business was too confining, he sold out, and October 1, 1872, returned to Stockton and engaged in real estate, insurance and loaning money. In 1880 ill-health compelled a rest, and, leaving his business in the care of his eldest son, he went on a tour of the country, visiting twenty-one States and Territories in two and a-half months. He called on relatives in Arkansas and Mississippi, and extended his trip to the principal Eastern cities, returning in good health. He soon afterward commenced the erection of his fine residence on the corner of Sonora and Sutter streets. In 1885 he purchased a half interest in the Stockton street railroad, and immediately commenced extending the tracks to different parts of the city, building lines to the fair grounds, to Goodwater Grove and to Rural Cemetery. In 1887 poor health compelled him to sell out this interest and cease business for a time. In the fall of the same year, however, he again embarked in

the real-estate business in company with his second son, A. McV. Rhodes.

Mr. Rhodes is one of the most highly respected citizens of Stockton, and has always taken an active interest in her material advancement. He is a member of the San Joaquin Society of California Pioneers, in which he has held the office of secretary. Mr. and Mrs. Rhodes have five children living, viz.: Alonzo Willard, a resident of Los Angeles; Mary Authelia, Aurelius McVicker, Allen Lee, who is studying law at Ann Arbor (Michigan) University; and Walton Todd.

ALFRED L. EDDY was born in Taunton, Massachusetts, September 20, 1823, his parents being A. L. and Charity (Fields) Eddy, both natives of Massachusetts. The father was a chemist and foreman in a calico-printing manufactory started in Taunton, by the firm of Crocker & Richmond. He was born, raised and died in Taunton, his death occurring in 1854, at seventy years of age. Alfred Eddy, the subject of this sketch, when eighteen years of age, went to New York city into a large omnibus stable, under the veterinary surgeon, a graduate from a government school of Alfort, France. Alfred went there as a student and assistant, remaining about two years. Then he spent considerable time traveling through the southern cities. Returning to New York, he engaged at a foundry, where his brother was foreman, remained but a short time, and then went back to the stable as first assistant. After a short time he went to New Orleans, where, in January, 1849, he saw the first steamer, the Falcon, leave for Chagres, on the Isthmus, with a load of passengers for California. He returned again to New York. June 1, 1849, he and his brother purchased tickets for Chagres, on the Crescent City, and arrived in nine days. From Panama they came on the bark Tasso, Captain Lindsay, arriving at San Francisco during the latter part of September. They came on to Stockton, then went to Winter's Bar, where they mined until the rain set in, when they went with a stranger to new diggings, but found that they were not good; moved again, and this time struck a rich field, remaining seven months and averaging $50 a day. At the end of the seven months they came to Stockton, and sold their gold. Then they returned and remained at the diggings until the fall of 1850, when they purchased an interest in a feed stable at Stockton, and ran the same until 1851. Then went into the cattle business with Joseph Leonard, locating where Leonard's ranch now is. There they remained five years. By a dishonest partner he lost his property. That same year he sold his claim, and in 1857 located his present property, 160 acres, on which he has resided ever since. Mr. Eddy is a fancier of fine horses.

He was married in May, 1857, to Miss Emeline Harp, a native of Tennessee. They have four children, viz.: Elizabeth, deceased; Walter and John, living, and Thomas, deceased.

JAMES TALLMAGE was born April 8, 1822, in Ithaca, Tompkins County, New York State, his parents being Josiah and Charlotte (Beckwith) Tallmage. Josiah Tallmage was in the lumber business, also made potash and farmed as well. He moved with his family to Huron County, Ohio, thence to Illinois. He died while on a visit to his daughter in Wisconsin. He was twice married; by the first marriage he had four children and by the second nine—two boys and seven girls. As a boy, James, the subject of this sketch, was employed at almost everything. He learned the mason's trade and has followed it more than forty years; he is also a practical brick-maker. He came to California in 1849 as captain of an ox train, and by hard work and economy has since acquired about 620 acres, a large portion of which he improved himself. His first winter in California he spent in Weaverville, and in the spring

of 1850 he went to mining, which he followed till the fall of that year, when he came and located his present property, which is in Elkhorn Township. It is devoted principally to raising hay, grain and stock. He has seen his share of pioneer life in California and has led a very active life. In 1879 he met with a very severe accident, having been thrown from a wagon, from which he has not yet fully recovered.

He was married in 1849 to Miss Mary Smith, a native of Wisconsin. They have seven children, four boys and three girls: Henry, Walter, Charles, Frank, Ida, wife of John Fugit; Olive, wife of Thomas Dean; and Ada, wife of Arthur Huppman.

SETH WILBUR POTTER, a rancher of Dent Township, was born in Grant County, Wisconsin, June 30, 1854, a son of George and Minerva (Steele) Potter. The father, born near Waterbury, Connecticut, October 27, 1814, moved first to Adams County, Illinois, where he was married to Minerva L. Steele in 1833. He there followed farming a number of years; thence removed to Grant County, Wisconsin. He afterward returned to Illinois, and again to Wisconsin in March, 1866; thence to Kansas in 1884, where he still resides, in 1889. The mother was born near Geneva, Ohio, February 22, 1820, and died near La Prairie, Adams County, Illinois, December 13, 1865, being the mother of seven children, of whom three are living in 1889, viz.: Minerva Jane, residing in Grant County, Wisconsin; Sarah Elizabeth, of Cleveland, Ohio (both unmarried), and the subject of this sketch.

Grandfather Enos Potter was a farmer in Connecticut, and there died at an advanced age, his wife also being quite old at the time of her death.

S. W. Potter, the subject of this sketch, worked on a farm from his youth up. He came to California in 1874, arriving in Stockton May 24, and worked in the harvest field that season. September 30, 1874, he went to work in a blacksmith's shop at Atlanta, and continued to work in that line about three years. He was married in Stockton, December 27, 1877, by Rev. Martin E. Post, to Miss Mary Alice Kiel, who was born in Wisconsin, December 27, 1860, a daughter of Charles Barber and Ann Eliza (Beckwith) Kiel. The father enlisted in Company E, Twenty-fifth Regiment Wisconsin Volunteers, at Platteville, Grant County, August 11, 1862, where he was taken sick, furloughed home, and died February 4, 1864. The mother, who was a native of Erie County, Pennsylvania, came to California with her four children in 1867, where she died January 7, 1888, aged fifty-one. Grandfather Stephen Beckwith, a native of New York State, lived to be seventy-eight, and his wife, by birth a Winston, was sixty-two at her death.

Grandfather John Kiel was killed by the Indians in crossing the plains in 1850. Grandmother Kiel, who had borne twelve children, had remained in Wisconsin until the husband and father should have tried his fortunes in the land which he never reached. She died in that State in 1858, aged somewhat over fifty.

Mr. Potter owns 320 acres of land, which he bought September 27, 1879, and where he now resides. It is situated one mile and a half southwest of Atlanta. It is fairly good wheat land, and is devoted chiefly to the raising of that reliable product. Mr. and Mrs. Potter are the parents of six living children, viz.: Mary Corunna, born December 28, 1878; Charles Wilbur, April 11, 1881; George Leroy, February 14, 1883; Clara Eola, January 12, 1885; Minerva Ann, April 17, 1887, and Hattie Elizabeth, August 5, 1889.

WARREN BENJAMIN ELLENWOOD, a rancher of Dent Township, was born in Clinton County, New York, June 1, 1842, a son of Benjamin and Pamelia (Ferris) Ellenwood, both living in Oshkosh, Wisconsin, in 1889. The father, born in Nova Scotia in

1814, came to the United States with his widowed mother in his youth. The mother is a native of Essex or Clinton County, New York; her father, William Ferris, also a native of that State, was over ninety when he died in 1882. His wife, also a native of New York, was about eighty at her death. Grandfather Ellenwood was a ship-owner of Halifax, who was murdered and robbed, and his murderer executed about 1820.

The parents of W. B. Ellenwood moved to Wisconsin in 1857, where he was educated in the district schools and worked on his father's farm. He enlisted in the Tenth Wisconsin Volunteer Infantry, August 14, 1861, and was discharged March 1, 1865. He was taken prisoner at Chickamauga, September 21, 1863, and experienced the discomforts of more than one rebel prison. He escaped once and was within a mile and a half of Sherman's lines at the time of his raid of Atlanta, but was retaken and returned to prison. He had reached the grade of Second Lieutenant before his capture. His brother Sidney was also taken prisoner, and died at Andersonville.

On being discharged, Mr. Ellenwood returned to farming, and before the close of 1865 bought 240 acres in Minnesota. He raised but one crop there, and returned to Wisconsin in 1866. In September, 1867, he was married in New York State, to Miss Matilda Miller, born in Steuben County, New York, February 4, 1839, a daughter of Daniel and Emma (Corbett) Miller, both natives of that State, dying there when over seventy years of age. Mr. Ellenwood returned to Wisconsin with his wife, and went to lumbering. In 1869 he sold his farm in Minnesota and set out for California by the Panama route, arriving in San Francisco May 30, same year, and proceeding to Stockton the next day. He engaged in farming, working for wages in Castoria Township for more than a year, and then rented a small place on the Calaveras, near Waterloo, for one year, and in 1871 rented 1,800 acres on shares, which he held three years. In 1874 he bought 320 acres, which ranch he still occupies, situated about a mile west of Atlanta. He raises wheat principally, but also breeds Percheron horses, owning an imported stallion and mare of that serviceable breed. For some years he owned and worked a threshing-machine, but that was superseded by the combined harvester, and he has confined his attention to wheat-growing and raising horses, of which he usually keeps from twenty-four to thirty. Mr. Ellenwood has been a school trustee, and clerk of the board for some years.

Mr. and Mrs. Ellenwood have four living children, and have lost two in childhood. The living are: Luella Emma, born June 16, 1871; Jay Warren, born August 27, 1873 (both of whom are following a course of study in the University of the Pacific); Dolly Elma, born January 4, 1875, and Charles, born August 22, 1876, both attending the local school near Atlanta.

JOHN W. THOMPSON, a farmer of Castoria Township, was born in New Haven, Connecticut, May 16, 1837. During the early part of his life he followed the sea, but, in 1856, decided to come to California. He came by way of the Isthmus; in crossing the Isthmus by rail the train met with a terrible accident. Thirteen cars were thrown into a heap, and 150 persons were killed and many more wounded. Mr. Thompson was one of the fortunate few who escaped without injury; he assisted in bearing the dead and wounded from the wreck and in clearing the track. On the 23d of May, 1856, he reached San Francisco, where he witnessed the hanging of two men, Casey and Kohler. He stopped in San Francisco but a short time, and then went to Sacramento, where he was engaged in salmon fishing on the Sacramento river for twelve years. He then went to Montana, and was absent two years, but returned to fishing again, which occupation he followed for one year more, but his health failing him he had to give it up.



W. B. Johnson

He went into the grocery business and followed it two years. At the end of that time, in 1886, he bought a ranch of 320 acres, situated between French Camp and Lathrop. During the time that he has been engaged in ranching he has accumulated considerable property, being one of our energetic and industrious farmers, and is now in possession of 722 acres of fine land, with all the latest improvements.

He was married to Miss Addie L. Clapp on the 2d of January, 1881.

P. SCHMIDT, a blacksmith of Tracy, was born in Germany in 1858. He came to America in 1873, landing in San Francisco. He worked for wages for eight years, then opened a shop of his own, five miles from Stockton, on the lower Sacramento road; finding that it was not a profitable investment, he went to Tracy and started in business there. Since that time he has built a fine little home, also owns the shop in which he carries on his business. He is an industrious, hard-working man, and well deserves his reward. Mr. Schmidt is a member of the I. O. O. F.

W. B. JOHNSON.—Among the pioneers of California who have reached prominence and affluence in this State since the days of "'49," is the gentleman whose name heads this sketch, one of the most substantial citizens of San Joaquin County. He was born in Lincoln County, Kentucky, on the 25th of February, 1812, his parents being William and Mary Johnson, the former a native of Virginia, and probably of English ancestry. Both parents afterward died in Kentucky.

In 1830, the subject of this sketch left home, and went to Louisiana, having hired out to drive horses for a Dr. Scott. In the spring of 1831 he went to Missouri, locating at Booneville, Cooper County. Six years later he moved to Howard County, in the same State. There he was engaged in agricultural work until 1849, when he decided to join the tide of emigration then setting for California. He started from Booneville in August, went to Santa Fe by wagon, and from there packed through to the coast. His route took him through to Tucson, Arizona, where there was at that time but one house. The winter came on early and wet, and while yet in the South, some parties tried to buy their mules, telling them they could not get through to their destination with them. They held on to their mules, however, and proceeded on their journey north. They passed through Los Angeles, and thence proceeded to the Mariposa mines. After about three weeks there, Mr. Johnson went to Washington Flats, on the Merced river, where he mined for ten months. Having got ahead about $1,200 he went back East via Nicaragua, to buy cattle. He remained in the East about a year, and, in company with two others, picked up a drove of 500 head of cattle, and drove them across the plains, bringing them to San Joaquin County, and selling them in this valley. Afterward Mr. Johnson and Major Bradley had their cattle together, and they lost a lot of them that winter. In the spring of 1852 they went back East, and brought out another drove of cattle. Mr. Johnson also drove up bands of cattle from Los Angeles, and made a success in that business, in which he has been more or less engaged ever since. He bought a tract of land consisting of between 600 and 700 acres, where he now lives, in 1862, and he has since added to it until he now has 1,440 acres in that tract, located along the river. Above there, he has another ranch of 1,280 acres. In 1889 he sold a tract of land on Union Island, consisting of 317 acres. He has 3,500 acres of land in Fresno County, part of which is in cultivation, and the remainder utilized in grazing. When Mr. Johnson located at his present home, there was a house upon it, the frame of which came around Cape Horn. He added to it, and it is still a part of the house in which he lives.

Mr. Johnson has been one of the most intelligent workers that have ever been identified with San Joaquin County. And while he has accumulated a fortune, it has been entirely due to his own efforts, and through straightforward and honorable methods. Besides the landed interests heretofore mentioned he has considerable property, including some of the best located business blocks in the city of Stockton. He is also a stockholder in the San Joaquin Valley Bank.

Despite his pronounced success in life, Mr. Johnson is a modest, unassuming man, affable and genial, possessing strength without display.

ESPER HANSEN DUE, a rancher of Dent Township, was born in Bornholm, Denmark, October 30, 1834, a son of Esper and Ellen Margaret Due. The father, a farmer and blacksmith, died at the age of eighty-four, and the mother at eighty-two. The grandparents on both sides were also long-lived. The subject of this sketch learned the trade of his father and worked with him and others as journeyman for four or five years. He emigrated to America in 1859, arriving in New York a few days before July 4, the celebration of which astonished him not a little. He then came to California, via Panama route, and on his arrival in San Francisco set out for Sonora, where he worked at his trade about three months. He then tried mining that winter, with the result of losing all he had. He then settled on the Stanislaus at Burney's old ferry, about 1861, working at his trade for three years. He then sold out with the intention of going to Europe, but, coming to Stockton, was there married in September, 1864, to Miss Anna Gannon, a native of Ireland, then at the age of twenty years, who had been a resident of the United States since nine years of age and of California since 1861. The father died in Ireland at the age of fifty-five. Mr. Due moved to Merced County, in 1864, and started a shop at Merced Falls, where he remained until 1867, when he returned to this county and settled near Collegeville, where he bought 160 acres, which he farmed. He also conducted the Fifteen Mile House and 480 acres, farming the 640 for about four years. In 1879 he sold out and moved to his present place, about a mile north of Atlanta, where he purchased 320 acres, increased in 1884 to 640 acres, chiefly devoted to wheat. He has a very good residence of ten rooms, a complete outfit of implements necessary to successful farming and a liberal supply of outbuildings, including a fine tank with excellent water.

Mr. and Mrs. Due have had nine children, of whom the first two died in infancy, and the fifth, Mary Francis, died in 1882, aged eleven. Six are living in 1889: Emma, born June 3, 1868, finished her education in the Sisters' Academy in San Jose, was married July 31, 1889, to Francis Alexander Mondon, born in this county in 1864, of French parents. Mr. and Mrs. Mondon went to Europe for a wedding tour, but will probably settle in this county on their return. The other surviving children are: Georgie Ella, born January 8, 1870; Thomas Esper, June 21, 1873; John Albert, May 9, 1877; Katie Frances, June 1, 1882; Helena Margueritа, December 5, 1884.

WILLIAM SIMPSON CLENDINEN, deceased, was born in Randolph County, Illinois, June 16, 1813, son of James and Margaret (Hurd) Clendinen. The grandparents Clendinen were Scotch (?) and the grandparents Hurd were Irish Presbyterians. The latter settled in Tennessee.

William, the subject of this sketch, received a fair education for the times and was endowed with a special faculty in using the tools of most common trades. He was married in Illinois, November 22, 1832, to Miss Catharine Oliver, a native of Tennessee. He served in the Black Hawk war in Illinois; and afterward moved to Wisconsin, where he worked for some time

in the lead mines, and where Mrs. Clendinen died April 20, 1841, leaving three children, of whom only one, Emeline, now Mrs. Jasper S. Hall of this county, survives; another, Calvin, died in this county in 1889, aged fifty-two, leaving one son, William, aged about thirty, who is a rancher in Shasta County. Mr. Clendinen was again married, in 1847, to Mrs. Charlotte (Allbee) Mann, born in Erie County, New York, in 1818, daughter of Jeheil and Irene (Palmer) Allbee. The father, a native of Washington County, New York, died there, a farmer, in 1844, aged fifty-two; the mother, a native of Vermont, moved from New York to Wisconsin in 1845, and lived to be over eighty-five, dying in 1876. Grandfather Benjamin Allbee was a New Englander by birth; he settled in Washington County, New York, after his marriage to Miss Abigail Thompson, who was also a native of New England. They afterward moved to Erie County, New York, where they own a large farm. Father and grandfather Allbee were in the war of 1812 and were in Buffalo, when that city was burnt by the British. Both died in Erie County, New York, having lived to be over eighty. Grandparents Jacob and Mercy (Phillips) Palmer, he a native of New Jersey and she of Vermont, also lived to be over eighty.

In 1852, William S., the subject of this sketch, came to California, and went to mining at Yuba, El Dorado County. He went East in 1855 and returned in 1863 across the plains with his wife and five children. On his arrival he bought 160 acres in Dent Township, two miles north of Ripon, which are still the homestead of his family. He also made headers and other agricultural implements, and was in every respect well thought of in the community as a man of marked integrity of character. He died January 10, 1876, leaving five children, all surviving, namely: Henry Hurd, born May 2, 1848, by trade a carpenter; James, born December 21, 1849, married to Miss Kittie Seavy, who was born in Maine in 1857 and brought up in California, whither her parents came in 1864; they have two daughters: Dora Jane, born November 23, 1857, married to John Hollister, a native of Ohio, but of Connecticut ancestry for several generations. He is a rancher of Merced County and they have seven children. John William, born June 10, 1861, and George Howard, born October 12, 1863, are both unmarried and living at home; they are members of Mount Horeb Lodge, No. 58, I. O. O. F.

OSCAR O. NORTON, of Elkhorn Township, was born January 1, 1832, in Schuyler County, New York, his parents being Willis W. and Phebe (Gregory) Norton. His father was a native of New York, and his mother of Connecticut. The father was by occupation a school teacher and farmer; in his younger days he taught school, although his education was no more than a common one, yet it was above the average of his day. Being a man of more than common modesty he refrained from accepting any offices which he might have had. His latter years were spent in farming in Schuyler County, where he died in 1884, at the age of eighty-two years. The mother died in 1887, at the age of eighty-three years. There were seven children in the family, viz.: Miles B., Oscar O., William L., Francis M., Elvira, wife of Rev. L. D. Worth, residing on the old homestead. Two died in infancy.

The subject, O. O. Norton, was raised on a farm in New York until the age of nineteen, attending school in winter, and going two years to Starkey Seminary. When nineteen years old he went to work for himself, teaching school. In 1854 he went to Illinois, where he taught school and worked at the carpenter's trade, which he had learned in New York. In 1859 he came to California, going on a visit to his old home first, then taking passage at New York city on the steamer Star of the West; on the Pacific side he took the Golden Age, arriving in San Francisco, July 15, 1859. He came immediately to Stockton and obtained work in the harvest field.

He worked at his trade and farming until he purchased his first property of Thomas F. Smith. The land lies about ten miles from Stockton, just off Cherokee Lane. In 1865 he bought eighty acres, and in 1872 eighty more, making 320 acres. His next purchase was his present place, in 1880, consisting of 160 acres. His handsome residence was erected in 1881. Mr. Norton carries on a general farming business; he has made all the improvements on both places. He raises grain and stock; has about eight acres of choice young vineyard. He is one of the leading farmers of his locality, and his home is one that will attract the attention of the passers by. It is an example of what taste, economy, and energy can do. Mr. Norton is a member of the Lodi Grange, No. 92, and also of the Congregational Church at that place.

He was married October 4, 1860, to Miss Maria J. Elliott, daughter of Edmond and Sarah Elliott. Mrs. Norton came to California in 1859, crossing the plains and locating in Elkhorn Township, San Joaquin County. They have three children—two sons and one daughter—viz.: Charles W., Alice E., wife of A. S. Lasell, resident of Santa Cruz County, and Arthur L. Charles W. is married and has charge of the old place, and Arthur L. is at home teaching school.

STOEL CADY, a rancher of Dent Township, was born in Otsego County, New York, April 18, 1824, a son of Horace and Eunice (Cady) Cady. The parents had a common ancestor some generations ago, and both were natives of Connecticut. The family moved to Illinois in 1840, and settled in Schuyler County. The father died in 1862, aged sixty-three years, and the mother in 1873, in her seventy-ninth year. The paternal grandfather, Reuben Cady, also a native of Connecticut, was a soldier of the Revolution, who settled in New York State and lived to be over seventy; his wife also reached an advanced age. The Cadys are believed to have been long settled in New England, probably since some time in the seventeenth century.

Stoel, the subject of this sketch, remained at home and worked on his father's farm until twenty years of age, when he did farm work on his own account for five years in Illinois. He came to California, crossing the plains in 1849, and arriving at Weaverville on the 10th of September, and mined there that winter, making about $900. He afterward made $600 in six days, but found that the claim belonged to others, whereupon he vacated it, and never afterward was able to make more than $2 a day at mining. With seventeen others he sunk his all in a mere pretentious mining enterprise in one month, then he withdrew from that pursuit with disgust. In May, 1850, he came to Sacramento and went to work as helper in a blacksmith shop at $8 a day. He then worked on the levee, in that city, continuing on that job till January, 1851, when he came to Stockton and took charge of some stock on the open ranges of Stanislaus County, for the Sacramento levee contractors, his late employers, who were owing him $900, of which he received but $16. He sowed forty acres to barley, the first ever sown in that county, and sold his crop, straw and all, for ten cents a pound. Here, again, he was dislodged, it being discovered that the land was part of a Mexican land grant. He then crossed the Stanislaus into San Joaquin County, in 1851, to his present location, about two miles east of Ripon, where he bought a possessory right to 160 acres. He then filed pre-emption papers, with his brother, for 160 acres each, which they proved: he afterward bought out his brother.

In 1853 he went East, via Panama, and returning drove fourteen horses and 225 head of cattle across the plains from Illinois. These he unfortunately kept too long, until 1857, and did not make much by the venture. He bought his last piece of land in 1854, and his ranch has since comprised about 816 acres, of which 164

acres are bottom land, and the remainder good wheat growing upland. He has devoted his whole attention to farming, and has aspired to no office, nor held any except that of school trustee.

Mr. Cady was married August 1, 1854, to Miss Nancy Jane Pringle, born in Illinois in 1832, daughter of William Pringle, whose acquaintance he had made in crossing the plains in 1853. Two years after his marriage Mr. Cady erected a handsome residence on his place. Mr. and Mrs. Cady are the parents of four living children, viz.: Isabel Eunice, born June 8, 1855, now the wife of J. A. Plummer, a lawyer of Elko, California; Frank Pringle, born September 7, 1857, a graduate of the Stockton Business College, married October 1, 1878, has one boy, Leon Roy, born October 30, 1879; Fred, born April 6, 1859, is foreman on a cattle ranch in Nevada; May, born August 20, 1871, is now (1889) taking a course in the Stockton Business College.

M. ROSSI, one of the old-time Californians now residing in Stockton, is a native of Itlay, born twenty-four miles from Genoa, November 4, 1832, his parents being Antonio, Sr., and Maria(Barvnia) Rossi, the father a farmer. He spent his boyhood at his native place, assisting his father at farm work, and being helped in his education by an elder brother. In 1849 he emigrated to America, sailing from Genoa, on the 24th of April, and landing at New York on the 2d of July. The voyage was made eventful by the fact that they were for a time in danger of attack from a pirate vessel. They put a double guard on both ends of the vessel, and prepared for combat with the pirates, but the later evidently concluded not to attack them, for they were not molested.

At New York Mr. Rossi witnessed for the first time the celebration of an American Fourth of July. He remained at the metropolis a couple of weeks, then went to Cincinnati, where he remained nearly two years. While there he was for a time engaged with a dairy, hauling milk into the city by wagon. While in Cincinnati he was also for a time engaged with an ice firm there. From Cincinnati he went back to New York. In 1852 he left the latter city for California via Nicaragua, and landed at San Francisco. Over a month later, meeting about a dozen friends, they decided to go to the mines, and went up to Jackson, Amador county. They were engaged in mining in that district about a year, and then Mr. Rossi bought his partner out, remaining there altogether about eighteen months, and doing a profitable business. They then went to French Bar, Mokelumne river, where they built a flume, and remained for a long time. One day their baker told one of Mr. Rossi's partners that his wife had come out to meet him, and was at Jackson, Amador County, where she wanted him to come for her at once. So the baker and Mr. Rossi's two partners started for Jackson, leaving Mr. Rossi alone at the camp. They had made up seventy-five pounds of flour that morning and the batch was in the oven baking when they left. After they had gone, Indians kept coming along by the camp, and finding Mr. Rossi alone, would demand something to eat. He was in a locality remote from other white people, and knowing that it would be useless to resist, kept giving to the Indians, who kept constantly coming until all the bread and everything else was gone. On the night of the next day, two drunken men, coming down the mountains, rolled a lot of pine burrs and stones down upon the cabin, making an awful racket. They finally came down, walked into the cabin, and kept singing all night; then they went to sleep, and waking up a few hours later, they disappeared. Mr. Rossi remained there a week, but finding it intolerably lonesome there by himself, and being unable to sleep, he rolled up his bedding, clothing and a few other articles one morning, and started away. He proceeded to Mokelumne Hill, Calaveras County, where he stopped two or

three days with a friend who was mining there. He fell in with three friends, and they went to Albany Flat. A storekeeper there invited them to remain, and they made headquarters in his store for four days. The merchant told them they could make money mining in that vicinity, and they set to work repairing ditch communications, arranging a water supply, etc., and built a log house with a rock chimney, to which next day they added a bake oven, and started in mining with good prospects. There were numerous hogs in the vicinity, which caused them much trouble, eating up their bread, etc., no less than seven times. One of the men shot a hog, but did not kill him. They had considerable fun at his expense, and he went away. His mule got away from him, however, and he had to walk back. They remained in that vicinity seven or eight months, making only enough to pay their bills, and one of the partners went back to Europe. Mr. Rossi became disgusted with mining and went to Stanislaus river, two miles from Robinson's Ferry, where he started in the grocery business. He remained there about two years and a half, and did very well; toward the last he had a partner, and sold out to him, and went to Columbia, Tuolumne county. There he, in connection with a number of others, built a flume seven miles in length from Sawmill Flat to Hardscrabble, and Mr. Rossi was foreman of the work. He remained there three years, doing well, and then sold out. A merchant made him a proposition to go to Italian Bar, and buy a store there. Mr. Rossi went there, took account of stock, and made the purchase. He ran the store for three years, then he sold it out to the man he had bought it from in 1862. He then spent considerable time collecting money due him, and in 1863, while in Sonora on that business, was married. He was in business there fourteen months, doing well, then sold out, and going to San Francisco, took passage by sea for Mexico. He did considerable trading in that country, and on returning, started a store in San Francisco, and was successfully engaged in business there over a year. After that he made two business trips into the mountains, and in 1867 located in Stockton. He embarked in the first business on El Dorado street, and for eighteen months carried on business also, where he was engaged in settling up and collecting and sending fruit, etc., up and down between there and Stockton. Finally having closed out his business in the mountains, he bought the property where he now resides, on Main street, and has since that time made many improvements. His business interests since that time have been diversified, and he has also done much business as a capitalist and money lender. He has considerable real estate in Stockton, and has two ranches in San Joaquin county, containing 360 acres.

Mr. Rossi was married in 1863 to Miss Maria Rocca, a native of Italy, born about twenty-seven miles from Genoa. They have eight children living, viz.: Alexander, Eugene, Colombo, Angelo, Clorinda, Julia, Adelina and Mary.

Mr. Rossi is a prosperous man of business, his success in life has been due to his own industry and ability.

GILBERT C. REYNOLDS was born in Kingston, Rhode Island, January 12, 1816, his parents being Daniel and Sarah A. (Cooper) Reynolds. Daniel Reynolds was a seafaring man and died on the Island of Batavia as he was out on a three years' voyage.

Gilbert was almost raised on board ship. The first wages he ever received, however, was on land for driving cattle to plough, for which he received 3 cents per day, which he took out in potatoes, as there was no money in that country. He went to sea when very young, taking the position of cook at $3 a month. After the father's death there was a family of five to be maintained with their poor earnings. Nothing daunted, however, they put their shoulders to the wheel, and, by their steady and industrious habits, were never at a loss for a situation. In 1832 he sailed on the full-rigged ship Echo, from New York. On reaching New Orleans

he met a friend, who persuaded him to run away from the vessel, promising to give him more lucrative employment. He did so, earning the first year he spent in New Orleans $800, the largest sum of money he had ever seen before. In 1849 he started for California, sailing from New Orleans to Vera Cruz, where they purchased wagon and mules and started across the plains. They passed through old Mexico and all the prominent cities of Mexico. They took passage on the steamer Dolphin from Mazatlan for San Francisco. The captain, Captain Winslow, was a dissipated man and had neglected to provide the ship with a stock of provisions and water. Their supplies soon ran low and they were obliged to put into an island and get fresh water, and they procured some food from a South Sea island. When within two or three hundred miles of 'Frisco the vessel sprung a leak, and for eight or ten days they were forced to work constantly at the pumps in order to keep the ship from sinking; and for sixty days they were on short allowance,—half a pint of water and one ounce of bread per day. Many of the crew died of starvation. They at last reached San Diego in a very destitute condition. After leaving the ship, she sank an hour after the pumps were stopped, with all the baggage on board. They were fed by the Government. In two months' time he sailed with a friend on a brig, as seaman, for San Francisco, where they landed after a voyage of twenty-five days. There he met a companion of his youth, from his native town, who was then running a bark from San Francisco to Stockton, and invited Mr. Reynolds to take the trip with him, which he did. On arriving in Stockton he met some more friends, one of whom had met with an accident. He had been engaged in freighting, and wished Mr. Reynolds to take one of his teams and mules and go to teaming, which he did. He made three trips, at the end of which time his friend proposed that he should buy the team. The money earned on these trips more than paid the purchase money. He afterward purchased eight mules and outfit for $5,000, which was at that time a good bargain. He continued the business with the two outfits until the following spring, by which time he had cleared $60,000. In 1851 he entered into partnership with Eugene Kelty; they started a stage line, put on good coaches, and they were soon running a first-class line from Stockton to Sonora. In the meantime they had purchased land and raised a crop of barley in 1850. They lost $75,000 from indorsing a paper, which crippled them for some time. They gave up staging when Kelty died, and went to farming, which Mr. Reynolds has followed ever since. He had eighty acres of choice farming land on which there is a very comfortable home. He also had land in Yolo County.

He was married in 1853 to Mrs. Ann Ransom, who died leaving one child, Gilbert M. In 1879 he married Mrs. A. Truett, a native daughter of Stockton. Mr. Reynolds was one of the oldest stage drivers in this county. He died on the 4th day of February, 1890. Having been thrown from a buggy, he received injuries which caused his death four months after.

J. N. GROTYOHN.—Among the young business men of Stockton who have fought their own way to the front in this city, is the gentleman with whose name this sketch commences.

Mr. Grotyohn is a native of Germany, born at Wallhäffen, Hanover, November 23, 1857, his parents being John and Katherine (Brunyes) Grotyohn. He spent his boyhood days at his native place, and was educated in the public schools between the ages of six and fourteen years. He then learned the milling trade, and in 1857, a boy of eighteen years of age, he came to the United States, and became engaged in mercantile business in New York city, on the corner of Twenty-ninth avenue. Nearly three years later he went to South Carolina, and located in Charleston, where he was engaged in the grocery business at an establishment on the

corner of Tradd and Lagre streets. From there he went back to New York city, and thence came to California in 1881, locating in Stockton. He commenced employment here as a driver of a bakery wagon, at the same time looking out for an opening for himself in business. He was soon engaged in business for himself at the corner of American street and Weber avenue, and there continued until August, 1888, when he removed to his present commodious quarters in the brick building corner of Aurora and Channel streets. Here he has built up his already large trade and now carries on an extensive business with the city and country patrons, doing some wholesaling as the necessities of business require.

Mr. Grotyohn is a member of Willow Lodge, No. 55, K. of P., and also belongs to the Uniform rank. Though a young man, is known as one of Stockton's most enterprising business men, and as he has built himself up in this city by his own efforts, his success is a matter of interest to all. He well deserves the advancement his record shows.

JACOB WOLFE, a farmer of Castoria Township, was born in Jonesburg, Union County, Illinois, September 22, 1832. In 1838 he went to Iowa, where he remained for a few years and then moved to Carthage, Illinois. In the year 1857 he came to California by water, landing in San Francisco, where he remained but a short time. He then went to Monterey County, thence to Gilroy, then to this county, where he bought a ranch of 430 acres, now under the highest state of cultivation, devoted to the raising of hay, grain and stock, under the management of his sons. Mr. Wolfe is without doubt the pioneer bee-raiser of this section of the country, purchasing his first colony in this State, in 1859, at the price of $85. He has imported bees and queens from the most experienced and practical bee-keepers in the United States, and from these raises by careful selection and crossing, a strain of Golden Italian bees, that for beauty and heavy gatherers can not be surpassed.

JAMES GUILFORD SWINNERTON. Judge of the Superior Court of San Joaquin County, was born in Platteville, Wisconsin, November 21, 1844, a son of James and Rhoda (Marden) Swinnerton. His father, born in Ohio about 1820, was married in Illinois, and afterward settled in Hazel Green, Wisconsin, where he carried on the business of carpenter and builder until he came to Calfornia in 1849. He crossed the plains, and went to mining, at which he remained engaged until 1852, when he went East, returning with his wife and four children, again across the plains, in 1853. Settling in Shasta City he mined in that vicinity until 1856, when he went to farming, near Quincy in Plumas County, where he remained so engaged until disabled by advancing years. He is living with his son, S. M. Swinnerton, an attorney of San Luis Obispo. His mother died in San Jose in 1886, aged about fifty-three, Grandfather James Swinnerton, a native of Vermont, moved to Ohio, where he was married to a Miss Carpenter, a near relative of Senator Matt Carpenter of Wisconsin. He lived to about the age of eighty-two and she was eighty-five at her death. Two brothers, Anselm and Henry Swinnerton, were of the early emigration and settled in the Plymouth colony, where they and their descendants continued to reside for some generations. Great-grandfather Swinnerton, also named James, moved to Vermont, where he died. Some curious investigator of family records has found an Anselmo Swinnerton in the army of William the Conqueror of England. If not from him they are probably descended from some one just as good!

The subject of this sketch, educated at first in the public schools, entered the University of the Pacific in 1862, taking a full course, and was graduated from that institution in June, 1867.

He began reading law in that year, in the office of Bodley & Rankin of San Jose, and was admitted to the bar of the Supreme Court of California in April, 1870. He then went to practice his profession in Eureka, Humboldt County, where he remained until 1879, serving as city attorney during two years of that period. In 1879 he came to this city and formed a law partnership with James H. Budd under the style of Budd & Swinnerton. In 1884 he was elected to the bench of the Superior Court and took his seat January 1, 1885, for the term ending December 31, 1890.

Judge Swinnerton is a member of Stockton Lodge, No. 11, I. O. O. F., and of the organization since 1868. He is also a member of the San Joaquin Valley Society of California Pioneers, and of the Knights of Pythias since 1884, being now vice-chancellor of the Grand Lodge of that order in this State. He belongs also to the Stockton Turn-Verein, largely with a view to perfect himself in German. A poem from the pen of Judge Swinnerton is given in this volume on page 76.

He was first married in Eureka, in 1871, to Mrs. Jannette Allen (Burnside) Wise. Mrs. Swinnerton died in Eureka in 1877, at the age of thirty-one, leaving one child, James Swinnerton, born in 1875. Judge Swinnerton was again married in Eureka in 1878, to Mrs. Laura (Barnes) Bransford, a daughter of Dr. Thomas L. Barnes, of Ukiah, who is still living in that city, aged over seventy. Mrs. Swinnerton is the mother of three children by her first husband: Edgar M., born in 1868; Herbert M., in 1872; Pearl, in 1874.

ELLEN McNEIL, manager of a farm in Tulare Township, was born in Santa Clara County, in 1859. She came to San Joaquin County with her parents when three years of age. She now resides on a farm of 135 acres of well-improved land, twenty-two miles from Stockton. The farm is chiefly devoted to the raising of grain. She has three children,—two sons and a daughter; the younger son is Warren Truett McNeil, aged six years. Mrs. McNeil is a lady of refined sensibilities, keen perception, and thoroughly devoted to the duties of the station in which fortune has placed her.

MRS. ELIZABETH M. STOWE, wife of Edwin P. Stowe, deceased, was born in Norfolk, Connecticut, February 25, 1825, daughter of Luther Alling. Luther Alling died in Salisbury, Connecticut, April 4, 1839, at the age of forty-eight years, and was buried in New York State. Mrs. Alling was born in Salisbury, Connecticut, April 25, 1789, and died July 16, 1875, in California. In their family were five children, three sons and two daughters; viz.: Luther D., a resident of Avon, Connecticut; Norman E., mentioned elsewhere in this work; Theodore N., Maria (Mrs. J. L. Beecher) and Elizabeth M. November 29, 1848, Miss Alling married Elihu Stowe, a native of East Granville, Massachusetts, who died December 11, 1856, leaving her with three children. In August, 1859, she married Edwin P. Stowe, also a native of East Granville, and in October following they came to California via the Isthmus, sailing from New York in the steamer Northern Light, and taking the Orizaba on the Pacific side, landing in San Francisco November 1, 1859. They went at once to Marysville and remained there till the fall of 1862, when they came to this valley and settled five miles from Stockton. Here they remained, farming and improving their land, until it is at the present time one of the best on the road. Mr. Stowe died December 3, 1878, surrounded by his wife and children. He was kind to his family and much respected by his neighbors. He was the father of three children, namely: Charles A., Rollin E., and Mary J., deceased at the age of twenty. Mary was a most brilliant and accomplished young lady. She had just finished her education and received

the highest grade certificates, was full of ambition, and had a most brilliant future before her. Her loss is mourned by a host of friends. Rollin E. has charge of the home place, and he is one who will do justice to the charge left to him. The children by the first marriage are: E. B., Alta M., wife of J. B. Webster, and Lucy, wife of George H. Merrill. Charles Alling Stowe, January 1, 1884, married Miss Doris R. Grupe, daughter of Charles Grupe, and resides on a farm, five miles east of Stockton. They have a daughter, Elsie Grupe, born June 20, 1885.

DR. A. W. HOISHOLT, Assistant Physician of the State Insane Asylum, and one of the leading physicians of Stockton, is a native of Denmark, born in August, 1858. When a mere lad he came with his uncles to the United States, locating at Chicago. When they left there in 1875, he was attending the Chicago High School. They removed to Stockton, and he continued his education in the high school of this city, where he was graduated in 1877. He then commenced the study of medicine, preparatory to a college course in that science, and afterward began attendance at the Cooper Medical College, San Francisco, where he was graduated in the class of 1882. He then went to Heidelberg, Germany, and was graduated from that world-renowned institution in 1884. This thorough training was then supplemented by practical experience in the leading hospitals of the European capitals, where he made a specialty of the study of nervous diseases, and in 1886 he returned to California, after seven years continuous preparation for his chosen profession. He had made arrangements to lecture at Cooper Medical College, but his health having suffered from his long and severe course of study, he spent six months in rusticating. His strength recovered, he located in Stockton, where he has since been engaged in active and successful practice. When the board of trustees of the State Insane Asylum met in 1889, to fill the vacancy in the medical staff of the institution caused by the death of Dr. Washington, the name of Dr. Hoisholt was presented, with a number of others, to fill the vacancy, and he was chosen by the board for the important position.

Dr. Hoisholt is a member of the San Joaquin Medical Society. Though a young man, no physician stands higher with his colleagues of the profession than he.

FRANCIS REYNER, a farmer of Tulare Township, was born in Montgomery County, Maryland, in 1834, where he resided until the spring of 1851, when he moved to Iowa, where he made his home for eight years. He crossed the plains in 1861 by ox teams, arriving in Stockton after a five months' journey. He came to Tulare and rented 320 acres of choice land of John Travis, which he farms, his principal product being grain. He owns his own farming implements and stock.

He was married to Mrs. Louisa (Bridwell) Travis, a daughter of Richard Travis, who was born in Missouri in 1834. They have two children—Francis D. and Mary E., the latter being Mrs. Reyner's daughter by her former husband.

DAVID R. REYNOLDS was born in Putnam County, Indiana, May 1, 1836 When four years of age he went with his parents to Grant County, Wisconsin, where he remained until he was seventeen years old. In 1853 he started for California, crossing the plains and arriving at the Cosumnes river after a trip of six months and seventeen days. He remained there one year, then proceeded to the mines where he spent five years with little success. He and his brother, Richard R., bought 320 acres of land three miles from French

Camp. In the fall of 1860 he returned East. Mr. Reynolds remained there until 1864, and again started for California. This time he made the trip across the plains in five months and a few days, landing in Stockton August 22, of that year. He went at once to his farm of 372 acres. The land is very rich, fifty-two acres of it being bottom land, and well adapted to general farming. It is well improved and is adorned by a fine large residence.

Mr. Reynolds was married to Isabel Harelson, a native of Wisconsin, who was born August 23, 1841, and they have a family of five children, viz.: Henrietta, Melvin E., Clyde H., Matthew C., and Gertie B.

WILLIAM M. GIBSON, Assisant District Attorney and Court Commissioner of San Joaquin County, residing in Stockton, was born in Covington, Kentucky, July 29, 1851, a son of W. T. A. and Catherine (Joyner) Gibson. The father, born in that State, became a druggist, following that business some years before leaving for California in 1852. He arrived with his wife and son in San Francisco, January 1, 1853, and went to mining for two years in Amador County. In 1855 he settled in this city, and resumed the previous occupation of druggist for a few years. Being a graduate of a southern educational institution, he was appointed the first superintendent of the public schools of this city, holding the position for some years. He was county tax-collector in 1872 and 1873, and died here in March, 1889, aged sixty-eight. The mother died in San Francisco in 1887 at the age of sixty. Grandfather George Gibson, of Scotch descent, became an extensive tobacco-planter, in his native State, Kentucky, and died at the age of seventy-nine. Grandparents Joyner, natives of North Carolina, also lived to an advanced age.

The subject of this sketch was educated in the public and private schools of this city to the age of twelve, when he was placed in a collegiate school at Oakland until the opening of the University of California in 1868, then in the University Mound College in San Francisco until 1870, when he entered the University of California. In 1872 he went to New York and entered the law department of the Union University, at which he was graduated in May, 1873, and on examination admitted to the bar of that State. He was married in Albany, New York, in 1873, to Miss Jera Wing, born in that city about 1854, a daughter of D. L. and Rachel (Wing) Wing. The father was proprietor of the Julien Flour Mills of that city. The paternal grandparents of Mrs. Gibson lived to celebrate their golden wedding and were over eighty at their death. On the return of Mr. Gibson to Stockton with his wife in 1874, he was admitted to the bar of the Supreme Court, and has practiced his profession here since that time. He has been, successively, assistant district attorney to W. L. Hopkins, J. C. Campbell, S. A. Booker, and the present incumbent, A. C. White. He is also one of the local attorneys for the Southern Pacific Railroad. He has been a member of the staff of the Third Brigade, National Guard of California, fourteen years, and is its Adjutant, with the rank of Lieutenant Colonel, since 1889.

Mr. and Mrs. Gibson have two children: William M., Jr., born February 6, 1875, and Fred Raymond, born September 3, 1877.

NORMAN E. ALLING, a native of Litchfield County, Connecticut, was born June 19, 1835, his parents being Luther and Betsy (Dauchy) Alling. The father, a farmer by trade, died in Connecticut. The subject was raised on the home farm. As soon as he was able he started out in life for himself. For a while he ran the engine of a saw-mill and also taught school; in fact he was always busy, never having to wait for a situation as his services were always in demand. In the fall of 1856 he came to California and located in the San Joa-

quin valley, about seven miles from Stockton. He was for a time engaged in mining in Chili Gulch, Calaveras County. He ran a dairy in the mountains, supplying the mining camps for two seasons. In 1865 he came again to this valley and purchased 160 acres of Dr. Kelsey, having sold out his first ranch. He resided on the latter place until 1884, when he purchased the Nelson place, which adjoins his own, and also eighty acres of Vance. He now owns about 470 acres of fine, improved land, devoted to general farming. At one time he owned a half interest in 480 acres near Atlanta, this county.

He was married in March, 1862, to Miss Lorett Morse, a native of Orleans County, New York. They have three children, two girls and one boy, namely: Clara, wife of George Ashley; Alice J., wife of George W. Taterson; Lucius E. His wife died in 1871 and he was again married in 1873. Mrs. Alling's maiden name was Mary A. Bennett, a native of Orleans County, New York. They have three children, namely: Bessie M., Grace A. and Mark N. Mr. Alling is a member of Stockton Grange, No. 70, and is acting Master of the same.

CHARLES MORRILL KENISTON, agent of the California Navigation and Improvement Company, in Stockton, was born in Manchester, New Hampshire, January 7, 1851, a son of Charles Calvin and Rebecca J. (McPherson) Keniston. The mother, born in that State, a daughter of Mr. and Mrs. William McPherson, was married in 1850, and died March 17, 1853, leaving one child, who is the subject of this sketch. Both her parents lived to the age of about seventy. Her husband, C. C. Keniston, was born in Franklin, New Hampshire, June 23, 1827, a son of Samuel and Lydia (Pingree) Keniston, both natives of that State. His father, born in 1798, died in 1854, and the mother, who was three years older, lived to the age of seventy, dying in 1865. Grandmother Keniston (by birth a Miss Quimby) also a native of that State, lived to be ninety-six, dying about 1862. Grandfather Aquila Pingree owned a large tract of land and also carried on the business of "clothier" or cloth-dresser. Two of his grandsons Pingree, lawyers by profession, were colonels in the civil war, and one of these has since been governor of Vermont. The Kenistons and Pingrees are of New England descent for several generations. C. C. Keniston received an academic education with a view to becoming a teacher, but preferred to learn the trade of machinist. He served as an apprentice from 1844 to 1847, in Manchester and there worked as a journeyman nine years. Meanwhile he was again married December 1, 1855, to Mrs. Lucinda M. (Johnson) Ferson, born in New Hampshire, January 31, 1828, a daughter of Sylvanus and Mary (Howard) Johnson, both natives of that State. About 1856 Mr. C. C. Keniston was transferred by his employers from the shop to the cotton-mill, where he worked for twenty years as overseer. He came to California in 1878, arriving at Stockton on the 13th of August. Here he held the position of book-keeper for Mr. P. Henderson five years and foreman four years. In February, 1887, he went to work for Blake & McMahon, now Blake, Carpenter & McMahon, as book-keeper, the position he still holds in 1890. He is a deacon, trustee and treasurer of the Congregational Church, of which Mrs. Keniston is also a member. He has been a member of the I. O. O. F. since 1848 and a charter member as well as First Noble Grand of Truth Lodge, No. 55, of Stockton, and has belonged to the encampment about thirty years, having passed the chair in that order also. Mr. and Mrs. Keniston have been members of the I. O. G. T. for many years.

Charles Morrill Keniston, the subject of this sketch, was educated in the public schools of Manchester, New Hampshire, fitted for college at Northwood Seminary in New Hampshire and was graduated from the Normal School of that State in 1872. He taught in that institution for one year and in other schools

before and after graduation at intervals for five years. Meanwhile he had begun the study of law in the office of Chief Justice Ladd of New Hampshire and followed it up by private study as opportunity afforded. He came to California in 1874 and taught here in that and the following year when he went East and took a full course in the Albany law-school. He was graduated from that institution in 1877 and admitted to the bar in New York and New Hampshire. Returning to Stockton in that year he was elected principal of the Franklin school, retaining the position until 1880, and was then elected superintendent of the public schools of this county, serving the full term. He was deputy city attorney of Stockton the first term under the new constitution, and in 1883 formed a law partnership with Frank H. Smith under the style of Smith & Keniston, which by the accession of Stanton L. Carter, January 1, 1885, became Carter, Smith & Keniston. Mr. Keniston withdrew from the firm in 1887 and spent that and part of the following year in southern California. Meanwhile he had served as a member of the board of education in 1886. On his return from the South in May, 1888, he accepted the position of Stockton agent for the California Steam Navigation Company, changed in May, 1889, to the California Navigation and Improvement Company, which position he still holds. In 1889 he was re-elected to the Board of Education for four years.

Mr. Keniston was married in Lancaster, New Hampshire, 1874, to Miss Lucia Porter, a native of that State, who died of consumption in Santa Barbara, California, in 1875, leaving no issue. He was again married in 1877 to Miss Nellie W. Nichols, born in Monmouth, Maine, August 12, 1856, a daughter of Martin M. and Flora A. (Leadbetter) Nichols, both living in this city in 1890. The father was born in Monmouth, Maine, June 5, 1819, the mother in Livermore, Maine, November 30, 1820. The father is the youngest of thirteen children, of whom eleven lived to be over seventy. His mother Nancy (Blake) Nichols, a native of Meredith, New Hampshire, lived to be ninety-three, and his father, Nathaniel, was over seventy at his death. Mr. and Mrs. Keniston have had three children, of whom the oldest, Lucia Nichols Keniston, born September 20, 1878, happily survives her two brothers.

Mr. Keniston has belonged to the I. O. O. F. from the age of twenty-one, being now a member of Stockton Lodge, No. 11, of which he has been secretary for eleven successive terms and Noble Grand in 1889. He is also a member of San Joaquin Lodge, No. 19, F. & A. M., Secretary of the Masonic Hall Committee, and Worthy Patron of Homo Chapter, No. 50, O. E. S. Mr. Keniston and family are regular attendents of the Congregational church.

JACOB MEYER, a rancher of Dent Township, was born in Switzerland, August 13, 1832, a son of Jacob and ——— (Meyer) Meyer. The mother died at about fifty years of age, but the father reached the age of seventy-five, dying in 1858. The subject of this sketch worked on his father's farm in his youth. In 1859 he came to the United States by way of Havre, France. Arriving in New York he proceeded at once to Seneca County, Ohio, where he hired out as a farm hand, near Attica. In 1861 he enlisted in the Fifty-fifth Ohio, John C. Lee, Colonel, and served to the close of the war—being honorably discharged July 11, 1865, at Louisville, Kentucky; is in receipt of a small pension since 1886. On his return from the war he resumed farm labor in Seneca County, Ohio.

Mr. Meyer was married in Tiffin, Ohio, on January 19, 1867, to Miss Catherine Schneider, born in Bavaria, February 21, 1837, daughter of Peter and Anna (Felz) Schneider. They had emigrated to America in 1857 with three daughters, another daughter having preceded them in 1853. They settled near Tiffin, Ohio, and the father worked at his trade of shoemaker. He died in 1882 aged seventy-two.

Jacob Meyer, the subject of this sketch, next rented a farm in Ohio for three years and in the spring of 1871 came to California by railroad. Before the close of the year he purchased the ranch he still owns on the Stanislaus, containing 257 acres, about fifty of which are bottom land, subject to overflow. The upland is good wheat land and the bottom is adapted to alfalfa and fruit-raising; and he cultivated them accordingly for wheat and hay, with a little fruit, chiefly for home use. He also owns a soldier's homestead of 160 acres in Merced County. Mr. and Mrs. Meyer have five children, namely: Frederick, born December 29, 1867; George, March 20, 1869; Ann Elizabeth, February 7, 1871, all born in Ohio; Jacob Peter, born August 8, 1873; and Clara Ellen, November 28, 1879, both born in California. Mr. Meyer belonged to the Grand Army of the Republic, but, finding it too inconvenient to attend the meetings, he withdrew in 1888.

E. D. MIDDLEKAUF.—No young man in San Joaquin County has earned a greater reputation for energy, business tact and ability than he whose name heads this sketch. He is a native of Maryland, born at Hagerstown June 2, 1863, and when he was three years of age, the family removed to Rockford, Illinois. His father, who had been a fruit raiser and nurseryman in the East, established a nursery at Oregon, Ogle County, Illinois, which he conducted until 1879, when he removed with his family to California. E. D. Middlekauf was educated at Rockford, and while in Illinois got his first insight into the nursery business. When they came to California, they embarked in the nursery business about two miles from Stockton on the Linden road, where they carried on that business until 1885, then established a nursery at Linden. The next year they started the Acampo nursery. In November, 1887, the subject of this mention bought out his partners—Messrs. H. C. and D. E. Harrison, and he carried on a prosperous business at the Linden and Acampo nurseries until February, 1889, when he sold out. He then established another nursery on Roberts Island, where he has eighty acres of land. He grows here all kinds of fruit trees suited to California climate, as well as the greatest variety of vines, and shade and ornamental trees. He has established a very large trade, extending from Sacramento to Los Angeles, and in December, 1887, consummated the largest sale of trees ever made in this State, when he disposed of 36,000 trees to W. M. Williams, of Fresno. Among these were 2,000 orange trees, but the remainder were principally peach and apricot. During that season he disposed of over 200,000 trees and about 100,000 vines. From the nurseries which Mr. Middlekauf has conducted many notable orchards have been set, among which may be mentioned the following: that of Eaton & Walsh, 8,000 trees; Campo Dinco & Co. (San Joaquin bridge), 15,000 trees; Carr & Co. (Woodbridge), 12,000 trees; Frank P. Madden (Burson) 100 acres, 16,000, among them 500 orange trees; Dr. Meseroll (five miles east of Stockton), twenty-five acres in trees and vines; M. Peters, twenty acres; S. Sanguinetti, eighty acres; the Curtis place (one mile north of Stockton), sixty acres; and many others too numerous to mention here. In every instance the owners of these places speak in the highest terms of the progress made by their trees and vines, and the results produced from them.

His interests in the nursery line, it will be thus seen, are very extensive, yet Mr. Middlekauf, who is a mechanical genius, has made an equal success in the line of invention. His cork-puller and his self-acting carriage and farm gate, are both of great merit and valuable inventions, and business men have applied for part interests in them. He has invented a churn by which one makes butter in a minute and a half regardless of temperature.

Mr. Middlekauf is a member of Truth Lodge, No. 55, I. O. O. F., of Stockton. He is an

indomitable worker, and has made an enviable reputation for fair dealing and business energy.

JACOB RHODES, a farmer of Tulare Township, was born in South Carolina in 1835. He left his native State with his uncle, Cullin Rhodes, in 1852, for Louisiana, and thence to Arkansas, where he remained three years. He then came to California across the plains with ox teams. After a journey of six months they arrived in Sonora, where he engaged in mining. In June, 1857, he came to San Joaquin County, where he commenced herding cattle. He now owns a comfortable home; his ranch contains 320 acres of choice land, situated about eighteen miles from Stockton. He is principally engaged in the raising of stock, grain and horses.

He was married in Stockton in 1876, to Miss Annie Hanna, a native of Pennsylvania, who was born in 1849. They have three children: Annie, aged twelve years; John J., aged ten years, and Harry A., an infant.

NELSON MILLS ORR, Treasurer of the State Insane Asylum, and Secretary of the Buhach Producing and Manufacturing Company, of Stockton, was born in Corinth, Orange County, Vermont, August 21, 1832, a son of William and Hannah (Towle) Orr, both natives of that State. The father, by occupation a farmer, lived to be eighty-nine, and the mother reached the age of eighty. Grandmother Nelly (Richardson) Towle was ninety-nine at her death, and the other grandparents lived to an advanced age. Grandfather Brackett Towle, a native of Massachusetts, a soldier of the Revolution, and the son of a soldier of the French war, rose to the rank of Lieutenant, and was engaged in the battles of Bunker Hill, Bennington, and others. His wife survived him many years, and was in receipt of a pension in her old age. The Towles belonged to the Pilgrim immigration. Grandfather Robert Orr, by birth a Scotchman, came to America on the ship that brought the fateful Boston Port-bill. He was a radical Whig, and among the first settlers of Orange County, Vermont, grandfather Towle, the pioneer of the region, having preceded him a few years. Robert Orr received a grant of land for building the first saw-mill in Corinth, where he also erected a grist-mill.

The subject of this sketch, reared on his father's farm, was educated in the district schools and afterward in the local academy, helping also on the farm when of proper age. Later he taught school a few terms, worked in the copper mines of Orange County about a year at the age of twenty-two, and read law two years, but never sought admission to the bar. He left home for California December 1, 1856, by the Panama route, and came at once to this city by boat, and went thence by stage to Columbia, Tuolumne County. There he followed mining with moderate success until 1863. He was a delegate to the first Republican county convention in 1856, helped to organize the first Republican club in that locality, and voted that fall for the first Republican candidate for the Presidency, John C. Fremont. In 1859 he was nominated for the Assembly by the Republican party in his district, and was defeated two to one. In 1860, again nominated for the same office, he made, with Judge Cavis, now of this city, the nominee for Senator, a thorough canvass of the district for the Republican ticket, and again failed of election. In 1861 both were in the field, made a vigorous canvass, and were elected, but were counted out on a fraudulent report of an alleged precinct in Mono County. Messrs. Cavis and Orr contested the claims of their opponents, and Mr. Orr was seated, while Mr. Cavis, on precisely the same statement and testimony, was defeated, one branch of the Legislature having a Republican, and the other a Democratic majority. In 1862 both were elected, Mr. Cavis for the Senate, and Mr. Orr for the Assembly, and served in the

session of 1863. After the close of the session Mr. Orr returned for a short time to Tuolumne County, and then moved to San Francisco to take the position of assistant assessor of internal revenue. He served in that office for eleven months, when he was appointed assessor for the third district of California, embracing eleven counties in the San Joaquin valley and adjoining territory. He held that office from April, 1864, to September, 1868. In the fall of 1868 he was nominated for State Senator for this county, canvassed the county thoroughly, was elected and served in the session of 1869–'70. Immediately after his election he bought an interest in the Stockton *Independent*, becoming half owner early in 1869, under the style of Orr & Beritzhoff. About 1874 he bought out his partner and conducted the paper as sole owner until 1879, when he sold out, remaining here without being engaged in any particular business until October, 1880. He then went to eastern Oregon, where he spent eight months. Returning to this city, he was chosen the first secretary of the Stockton Board of Trade in 1882, and treasurer of the State Insane Asylum in this city in 1883, holding the former position until 1886, and the latter to the present time. In 1886 he was employed by J. D Peters in his Buhach enterprise, and since the incorporation of that industry, in March, 1889, has been secretary of that corporation.

Mr. Orr was married in this city in 1866 to Miss Ada Parker, born in Nantucket, Massachusetts, a daughter of R. B. Parker (see sketch of Mr. Parker). Mr. and Mrs. Orr are the parents of two living children: Edna, now a teacher in the public schools of Stockton, and Edith, born August 29, 1882. Mr. Orr is a member of the Masonic fraternity, and of the Ancient Order of United Workmen. As secretary of the Board of Trade and editor of the *Independent*, he gave evidence of unquestionable literary ability. His four pamphlets descriptive of the manufactures, trade and resources of this city and county, have contributed largely to placing Stockton and San Joaquin County in their legitimate position among the most favored regions on this coast. These are not of the spread-eagle, vain-glorious, turgid style of literature, but are thoughtful, laborious, and exact descriptions of facts, conditions and resources, inspired by a love of truth and an earnest desire to do justice to the natural advantages of the section with which he has been so long identified.

AYLMER DRULLARD was born in Upper Canada, February 28, 1832. When he was ten years of age his parents moved to Du Page County, Illinois, where he grew up to manhood. April 13, 1849, he left his home for California, made the journey across the plains with a company of twenty-one persons, all told, commanded by Captain Wilson, arriving at Hangtown September 18. He, with another young man, left the remainder of the party at the Twenty-Mile Desert in Carson valley, and traveled on foot the rest of the way. He worked for a while with a man herding cattle, then went to San Francisco, from there came to Stockton and went to work on a farm, where he remained six years, until he had saved up money enough to buy a claim of 400 acres situated in O'Neil Township, and is now residing on the Waterloo and Stockton road. He moved upon it the next fall, 1859. His landed possessions amounted to 290 acres, which is as fine grain land as can be found in this county, improved with good buildings and in fact everything that goes to make up a fine ranch. During all this time there has been but one failure in crops, which was in 1864; there was almost a failure in 1871. He has been most successful in the farming industry, which is mostly due to his own good business management.

Politically he is a Republican, although he has never taken an active part in politics.

He was married in 1862, in the month of February, to Miss Elvira M. Dodge, a daughter of Elisha Dodge of Illinois. She is a native of St.



A. Leitch

Lawrence County, New York; when a mere child her parents moved to McHenry County, Illinois, where she was raised. They have a family of six children, three sons and three daughters. They have lost two sons, the oldest of whom died at the age of seventeen years.

ARCHIBALD LEITCH.—Among the pioneers of California who rank to day among the most prominent and representative citizens of San Joaquin County, is the gentleman with whose name this sketch commences. He is a native of Robinson County, North Carolina, born September 24, 1822, his parents being John and Isabella (McCorgle) Leitch, both born in the Highlands of Scotland, and there married. The father was a farmer in North Carolina. Archibald Leitch spent his boyhood at his native place, and learned the blacksmith's trade there and at Adamsville, South Carolina, working in the latter place nearly three years. He then went back home, starting a shop there, which he ran about three years. In 1847 he went to Mississippi, and in that State lived a portion of the time in Holmes County, and the remainder in Carroll County. He left the village of Shongelo, Mississippi, in company with seven others, on the 22d of February, 1849, bound for California. They went first to Vicksburg and thence to Fort Smith, where they outfitted with two wagons and mule teams. They passed through the territories of the Choctaw and Creek nations, and having found the way too difficult for wagons they abandoned these, using pack-mules thence forward to the end of the journey. Proceeding through the Seminole territory to Santa Fe, and thence down the Rio Grande to Socorro, they there took a cut-off, giving some natives $45 to show them the way. They journeyed via the Gila river, following it to its mouth, and crossed the Colorado at what is now the site of Fort Yuma. From there they crossed the desert to Warner's ranch, and thence to Los Angeles, next to Santa Barbara, and from there by way of San Luis Obispo, Soledad mission, San Juan and Pacheco Pass to the San Joaquin river. They then proceeded to Wood's crossing, in Tuolumne County, where they closed their weary journey on the 28th of September, 1849. Mr. Leitch commenced mining in partnership with two of his traveling companions, Monroe Gordon and John T. Carter. In the spring following, he came down to Stockton, and went to work at his trade in a shop on Hunter street square. Two months later, he went back to the mines and tried his luck at Pine Log Crossing. As things did not go to suit him, however, he returned to Stockton, and took charge of the shop where he had previously worked, remaining until the fall of 1851, when he built a shop on the northwest corner of California and Main streets, and conducted it in partnership with James M. Crozier, under the style of Leitch & Crozier. He remained in Stockton until the 1st of November, 1852, when he went East, via Panama, arriving in New York on the 1st day of December, and proceeding thence to his old home in North Carolina. After visiting the scenes of his boyhood, he started, on the 15th of February, 1853, for Missouri. In the southeastern part of that State he bought cattle and horses, and started with them across the plains to California. This journey proved a memorable one, and as it displays the quality of nerve sometimes required of the men who paved the way for the successful settlements of this day, a brief account of it will prove of interest. All went well until they had reached a point on the north side ef the Platte river about 140 miles distant from Fort Laramie, where while in camp on the night of June 16 a terrible storm came up accompanied by thunder and lightning. Under cover of the tempest and the darkness the horses were stampeded by Indians, one only being left, it having been staked out nearer the camp. The storm increased in its appalling fury and great hailstones fell thick and fast. The cattle were badly frightened and it was with difficulty that they were kept within reach. The ensuing day was spent in searching for the trail of the missing horses, and having

discovered the direction taken Mr. Leitch, leaving his train in charge of his foreman, set out in pursuit mounted on his thoroughbred mare, blankets and saddle-bags in place and armed with two six-shooters, determined to exhaust all available means for the recovery of his property. All day he traveled without finding trace of the lost animals, and that night he stopped at the camp of some hospitable emigrants.

On the second day he resumed his journey, and learned that two men had been seen in the hills with several horses in their possession. Proceeding onward, he finally came to a little trading post, kept by a Frenchman, who said he had seen two Indians having with them a number of horses and a mule with a crooked leg. The Frenchman said the Indians would cross the Platte to the south at the mouth of Horse creek, where there was an Indian camp. To reach this and at the same time secure an interpreter he had to go to Fort Laramie forty miles distant up the river. Arriving at an emigrant camp tired and hungry, he was surprised and disgusted that he could get nothing to eat. Moving forward on his weary way he soon concluded to stake out his mare and lie down on his blankets to get a little rest. He was soon asleep, and when he awoke the first thing his eyes rested upon was a white wolf tugging at his blankets, which, however, quickly fled, frightened off by his shouts. Proceeding on his next day's journey he reached the point where he expected to cross the North Platte. There he found a trader and again tethered out his mare for rest. That evening about 100 Indians came around in full war paint, having been roused to fury by the wanton murder of one of their tribe by some drunken soldiers from Fort Laramie. They made night hideous by their weird and terrible death-song. It was ten o'clock the next day when Mr. Leitch was taken across by the friendly trader and proceeded to Fort Laramie to get an interpreter to assist in questioning the Indians in regard to his horses. Failing to get the interpreter on account of the disturbed relations between the troops and the Indians, he set out for Horse creek on the south side of the river. On the way he met a man with two mules, one of which he bought for $100, and mounted at once, to relieve the faithful animal he had ridden so long. The next day he stopped at a camp where there was a man familiar with the Indian dialect, but who was then drunk. Mr. Leitch waited till morning for him to sober up, and then, securing his services, started with him for the mouth of Horse creek. Arriving there, the Indians were questioned, but they said the lost horses were not among them. They, however, suggested another place where they might be found. On an island, about two miles from there, Mr. Leitch recognized one of his lost horses and captured him, leading him by his canteen strap until he got a piece of rope from an Indian boy. Soon an Indian came up and tried to cut the rope, claiming he had bought the animal. Unwilling to give up his property Mr. Leitch pulled his revolver and the Indian drew his horse-pistol. For a moment deadly conflict was imminent, when Mr. Leitch made signs for his adversary to follow, intending to use the services of his interpreter, who had, however, moved off three miles. Arriving at the trading-wagon where he had left the interpreter, the animal was left in charge of the trader for a time and Mr. Leitch started on a hot trail for the others. He found them at a point about eight miles distant, but they were claimed by a couple of Indians. The shoes had been taken off all the animals except one mare. Mr. Leitch found the chief and gave him some money, and got him to go down and assist him in getting away with his horses. He finally started on the journey back to his company with the recovered stock, but soon noticed that he was followed by the same two Indians, which made him wary, and he did not attempt to take any rest. He finally gave the Indians two dollars and a half, but they still followed him, thinking that they would get some of the horses at the crossing of the river. He finally got to the French station, where only a raw-hide boat was used for crossing the river, and he

could not make the crossing. He continued on and finally one of the Indians gave up the pursuit. He gave the other two dollars and a half more, when he also went back. Mr. Leitch attempted to ford the river in one place, but finding a quicksand bottom gave up the idea. Reaching a ferry on Laramie river he found about a thousand emigrants waiting to cross, and as he would have to await his turn, he went down the river and crossed by swimming. That night he stopped with good hospitable people, but could learn nothing of his party. The next day, when near the place where he had first crossed the North Platte, he met one of his men who was out looking for him, and soon reached his train, where he had been given up for lost. He had traveled about 350 miles and had been absent thirteen days, all but the first being spent among the Sioux. The trip afforded him plenty of exciting adventure, sufficiently spiced with danger to suit the most exacting, but hazardous as it was he had been successful, and happy at having recovered his stock he resumed his way across the plains to California, the remainder of the journey being accomplished without further noteworthy incident. He drove his stock to the San Joaquin valley and disposed of it during the summer of 1854, trading a part of it for a half interest in Slocum's Ferry, on the San Joaquin river. He was interested in the ferry until the fall of 1856, when he sold out.

On the 4th of January, 1857, he was married, and with his wife located on a ranch on the Stanislaus river. There he continued farming and cattle-raising on 643 acres, but the place now contains, by later purchases, of the old Thompson grant, 3,340 acres. When he bought his land, it was in San Joaquin County, but an act of the Legislature in 1859 gave it to Stanislaus County. In 1860 he engaged in the sheep industry, with which he has been connected to the present time. About 1876 he formed a partnership in that business with Henry Quinn, under the style of Leitch & Quinn, which still continues, the firm owning about 10,000 sheep in Tulare and Kern counties. Mr. Leitch also owns land in Fresno and Merced counties, near Minton. His wife was formerly Miss Charles Anna Lansing, a native of Texas, born in St. Augustine, but educated at Victoria, in the same State, where her father left her for that purpose when he came to California, in 1849. He died in 1865. Mr. and Mrs. Leitch have two children, viz.: Ada Isabella, now the wife of J. A. Patterson, druggist of this city, and Arthur L., now engaged in superintending his father's ranch.

Mr. Leitch has always taken an active interest in public affairs, and since 1883 has been a member of the Board of Supervisors, having been first elected in 1882. He has been President of the board ever since he took his seat in 1883, and has always lent his influence toward progressive movements, while keeping in view the true interests of the county. Among the permanent improvements which have been made during his presidency may be mentioned the splendid new court-house of San Joaquin County, which was commenced and will be finished during his term of office. He has been an active member of the San Joaquin Society of California Pioneers for many years, and is now its president, having been elected in August, 1889. He is a member of Morning Star Lodge, No. 68, F. & A. M.; of Stockton Chapter, No. 28, Royal Arch Masons, and of Stockton Commandery, No. 8, Knights Templar.

In the years during which Mr. Leitch has served as President of the Board of Supervisors of San Joaquin County, more improvements of a permanent nature have been made than during the entire previous period since the county's organization, and his course has at all times commanded the respect of those having the true interests of the county at heart. The finances of the county, it may be added, are in an exceptionally good condition. Mr. Leitch has a number of interests besides those previously noticed, among which may be mentioned the Stockton Street Railway Company, of which he is president, and the Stockton Loan and Building Association, of which he is a director.

He is a good type of the hardy and intelligent California pioneer, and though a public-spirited and liberal man, has been very successful in his business career. Since 1869 he has been a resident of Stockton, and in city and county he stands as one of the foremost and most respected citizens.

CHRISTOPHER C. CASTLE is a native of Delaware County, New York, where he was born March 27, 1828. He remained with his parents until twenty years of age, when he started for California. His brothers determined to come also; accordingly they supplied themselves with horse teams; they fitted out for the journey in Grant County, Wisconsin, and crossed the Missouri river May 7, 1852. They crossed at the spot where Omaha now stands, when there was but a chimney there, the last remaining remnant of an old Mormon settlement. They had a pleasant and uneventful journey across the plains, arriving at Placerville on the 1st of August, 1852. Christopher and his brother James went to Ford's Bar, where they mined all winter, making from $5 to $30 a day. The next spring six of them clubbed together and flumed the river, which they completed in about six weeks; they took out $9,000 in gold. In the fall they went to a place called Johnstown, between Coloma and Georgetown, and went into the hotel business. In a few months they sold out, returned to Ford's Bar, and again flumed the river, but did not make much.

In the fall of 1854 Mr. Castle came down to this valley and settled near French Camp. He engaged in farming, raising grain. The first wheat he raised sold for four cents a pound barley the same. At the end of nineteen months his brother James joined him and they went into partnership. In the winter of 1859 Christopher went back East and was there married to Miss Almeda Harelson, returning in the spring of 1860 with his bride. In the fall of 1861 he and his brother sold out the place and discontinued their partnership. Mr. Christopher Castle bought the place on which he now resides. The ranch contains about 1,193 acres, part tule land, situated on the lower Sacramento road, five miles north of Stockton, on the Mokelumne grant. The place is devoted to general farming and stock-raising; on this land as high as seventy-five bushels to the acre have been raised, which speaks very well for its productive qualities.

In 1863 he lost his wife, who died leaving him two daughters, both now married, one residing in Stockton, the other in Tulare. That same year Mr. Castle went into Mexico, superintending some mines there, making four trips, occupying in all three years—during the time of the Maximilian war. While going from the mines to Mazatlan he was halted five times while passing through the lines and compelled to show his passes, one from each of the Mexican and the French armies. On one occasion the Mexicans pointed two guns at his head and took him prisoner, holding him four days in a small mountain village. He was set at liberty from the prison, but not from the village for a time, when he had to board himself, having to pay such extortionate prices as $4 a pound for coffee. At Mazatlan afterward he was closely questioned by the French commander-in-chief there in regard to the Mexican army, and as he refused to give much information, the commander became indignant; but on being informed by Mr. Castle that he was an American citizen attending to his own business and not desiring to act as spy for either government, he released him. At another time, when Mr. Castle was riding from Mazatlan to the mine in company with three men—Captain Comming, James Burtis and a Chilian who had lived in Mexico several years—they were stopped by a band of bushwhackers, who demanded money. The Chilian immediately passed over his money; but, notwithstanding Mr. Castle had $1,000 upon his person, the party informed the brigands that they had barely money enough to pay their

expenses to their destination, borrowed the Chilian's money, divided it among the four and gave it to the robbers, and thus got rid of them.

Politically, Mr. Castle has always been a strong Democrat, and has been on several occasions a member of the State and county conventions. In connection with his farming he has also been more or less interested in mining. He is president of the Royal Mining Coin Calaveras Company, and of the Stockton Gravel Mining Company, in Siskiyou County. He has taken two trips to the East, one in 1876 to the Centennial Exposition, and the other in the fall of 1886, when he attended the Knight Templars' Conclave held in St. Louis, he being a member of that body. On this last trip he paid a visit to his aged mother, who is now living in Wisconsin at the advanced age of ninety-eight years. The Castle family is a long-lived race of people, particularly on the maternal side. Mr. Castle has eight brothers and sisters, all of whom are living at the present time. In educational matters Mr. Castle has always taken an active part and in more ways than one his judgment and assistance has been seen and felt to the benefit of the district in which he lives. He has filled the position of school trustee and clerk for over twenty years, consecutively, until he resigned. He was again united in marriage, September, 1867, to Sophie Bush, a native of Canada, who came to California in 1860. They have a family of six children, four daughters and two sons.

WILLIAM EDWARD GARRETT was born in Sumner County, Tennessee, September 17, 1832, a son of James and Sarah (Garrett) Garrett, related, but not closely. The father was a silversmith, but settled on a farm in Tennessee. Both were natives of North Carolina. The parents of both moved to Tennessee and settled on farms; the father was about seventy when he died, about 1838; the mother died February 7, 1872, aged about seventy-four, on both sides were long-lived people. His sister, Parlee Melissa, now the widow of James Sanford, living in Tennessee, was born in 1819. Our subject was brought up on a farm and received a limited education. He started in to learn the trade of blacksmith, but left for California September 27, 1849, by New Orleans and Panama; was detained on the Isthmus until January 8, 1850, when they left for San Francisco, arriving about March 1. They went to mining at San Antonio, in Calaveras County, March 17, 1850, and has followed it to this day; had twelve men at work as late as 1888, and five in 1889; the mines are now in charge of his two sons at Bald Mountain, near Sonora.

In 1862 Mr. Garrett bought 160 acres of land in Stanislaus County, four miles from Modesto, on the Southern Pacific Road. He bought in 1884 two acres in Ripon for a homestead, which he has elegantly improved, the residence and grounds costing over $15,000. In 1888 he bought sixty-two acres across the road from his home place.

Mr. Garrett is a Mason, a Knight Templar and 32d-Degree Mason, but unaffiliated at present; is a member of Mount Horeb Lodge, No. 588, I. O. O. F., of Ripon, in which he has passed the chairs. He has been representative in the Grand Lodge two or three times. He was a Patron of Husbandry five years, 1873 to 1878. Mr. Garrett came to San Joaquin County in 1876. In the fall of 1878 he moved again into Stanislaus County. In the fall of 1880 he removed back to Ripon, and for some time his home has been in San Joaquin County. He was married January 8, 1862, to Miss Martha Fedora Beaumont, who was born in Indiana in 1845, a daughter of George and Frances (Ellis) Beaumont. Her father was a farmer, now deceased; her mother is living in Ripon. She was born in March, 1819. Mr. and Mrs. Garrett have nine children: George Edward, born at Brown's Flat, Tuolumne County, December 20, 1863, engaged in mining; James was born in the same place, July 21, 1865, was married to Miss Belle Yancey, a daughter of T. M. Yan-

cey, who has been sheriff three times. Clara Beaumont, born in the same place, March 31, 1869; Grace Adelaide, born September 19, 1871; William Bryant, born March 20, 1874, at Crow's Landing, Stanislaus County; Albert Powell Hill, born at Ripon, April 1, 1877; Birdie, born in Ripon, April 6, 1879; Robert B., born near Salida, Stanislaus County, August 8, 1880; Jesse, born in Ripon, April 26, 1886. After many years of ups and downs Mr. Garrett's perseverance and intelligent industry were rewarded with success in his mining venture. There is probably not in San Joaquin County another man so representative of the real mining interests as Mr. Garrett, who has experienced every phase of a miner's life, its joys, misfortunes and hardships. He is an active man, and richly deserves the success which has crowned his years of labor.

HON. JOSEPH H. BUDD, Judge of the Superior Court of San Joaquin County, was born in Duchess County, New York, January 13, 1822, son of James and Ellen Budd, natives also of the Empire State, who passed the remainder of their lives there. After graduating at Williams (Massachusetts) College in 1843, he studied law at Poughkeepsie, New York, was admitted to the bar, and in 1847 removed to Janesville, Wisconsin, where he was engaged in the practice of his profession, having for his partners, in succession, Lorenzo Sawyer, now Judge of the United States Circuit Court, and John R. Bennett, who is now Judge of the District Court in Wisconsin. In 1857 he came to California, and the next year settled in Stockton, where he has ever since been a resident. Mr. Budd has now practiced law in this city and State thirty-two years, having been connected with so many prominent cases that we have not space here for their enumeration. His connection with the Moquelemos grant litigation is given at length elsewhere in this work. For two terms he was City Attorney here, and in the fall of 1887 he was elected to his present position. Politically he has always been a Democrat.

He married Miss L. M. Ash, in Wisconsin, in 1849, and they have two sons: James H., one of the most prominent citizens of the county, whose sketch appears elsewhere in this volume, and John E., at present Receiver of the United States Land Office.

B. P. BAIRD, farmer of Elliott Township, was born in New York State, in 1826, where he remained until 1844, when he went to Illinois. Eight years later he came to California via the Isthmus. Took the steamer Georgia from New York to the Isthmus, and from the Isthmus to San Francisco the steamer Tennessee; after a voyage of thirty days he landed in Monterey, where he remained a few days. He went to San Jose, which place he made his home for three years. In 1855 he came to Stockton, and in 1860 bought 160 acres of Government land, situated about twelve miles from Stockton on the upper Sacramento road. The ranch is principally devoted to the raising of wheat and stock; ten acres are planted in fruit trees and vines.

He was married in Stockton in 1860 to Miss Julia H. Guernsey, who was born in Michigan in 1840. They have eight children living: three died. The names are as follows: Edward E., Frederick G., Ella F., who died in 1883; Hattie R., Julia J., who died in 1879; Benjamin A., Clara E., Herbert H., Edith C., Judson G., who died in 1890; and Josephene D.

JOHN CHRISMAN, farmer, Tulare Township, San Joaquin County, was born in Pennsylvania, September 30, 1831. In 1851 he emigrated to Carroll County, Illinois, where he remained four years, then returned to Chester County, Pennsylvania, and from there crossed the plains with ox teams to California. On ar-

riving in Stockton, he went directly to the mines, remaining but a short time. He worked one winter in Stanislaus for a man named McHenry. Then rented a farm of Barney, and planted a crop of corn; after gathering his crop, he went to Santa Clara County, and rented land for seven years. He then bought a ranch, on which he now resides, situated one mile from Tracy and two miles from Bantas. It contains 200 acres of fine improved land. He was married in Santa Clara to Miss Ruth A. Hobson, by whom he had two children, viz.: Ruth A. and Elizabeth L. She died in 1869 and in 1873 he was again married, this time to Mrs. Savilla L. Hatfield. They have one child, a boy, John Chester.

PETER LERTORA, deceased, one of the old-time Californians who spent his last days in Stockton, was a native of Italy, born near Genoa, September 26, 1831. His parents were John and Madaline Lertora, the father a farmer.

When he was a mere lad of eleven years he left his native country and went to England. He subsequently emigrated to America, and for a time resided in Boston. From there he came to California in 1852, via Panama, and soon afterward went to the mines. His first location was in Tuolumne County, afterward in Butte County, and finally he went to Calaveras County, and engaged in mercantile business at Angel's Camp. In 1863 he came to Stockton, and started on business on the corner of Washington and El Dorado streets, in partnership with P. Besagnio. He moved from there to El Dorado street, between Main and Levee, where the "181" store now is, where he had no partner. He next moved on to Levee street, where he carried on business about a year, then removed to the corner of Aurora and Washington streets, in 1873, and carried on business there until his death, which occurred October 8, 1885. He was one of the early members of Compagnia Italiana de Bersaglieri, No. 1. He was married at Columbia, Tuolumne County, June 18, 1863, to Miss Madaline Rosasco, a native of Italy, born near Genoa, and daughter of Augustine and Mary (Basso) Rosasco, the father of a farmer. She came to this country with her parents when an infant. They were located at Baltimore for a time, and from there her father came to California in 1855, locating in Amador County, where he followed mining, and afterward removing to Tuolumne County where he mined several years, then began farming. He and his wife are both living on their ranche in Tuolumne County.

Mr. and Mrs. Lertora were the parents of six children, of whom one is deceased, viz.: Romeo A. Those living are Emil, Attilio, Ida, Edmund and Peter. The eldest son, Emil, is an artist of pronounced merit, whose work has already called for high encomiums from critics. He was educated in this city, and at an early age displayed such a fondness for painting and so much artistic genius that it was decided to allow his natural abilities to shape his future career. He commenced his art studies with Chav. Prof. D. Tojetti, one of the most eminent painters that the present century has produced, and has remained under his instruction for over three years. Already young Lertora has displayed some creditable pictures in the Mechanics' Institute fair, San Francisco.

Mrs. Lertora now carries on a prosperous business at the store, corner of Aurora and Washington streets, which has a reputation for fair and honest dealing second to none in the city.

JOHN SENECA LADD, a rancher of O'Neil Township, and resident of Stockton, was born in Danville, Caledonia County, Vermont, April 28, 1832, a son of Seneca and Pamelia (Estabrooks) Ladd, both natives of Vermont. The mother, born in 1808, died August 26, 1846; the father survived her twenty years, and died aged sixty-eight years.

Grandfather Samuel Estabrooks, of Scotch parentage, and by occupation a farmer, reached the age of ninety-nine, and his wife, Susan E. (Colby) Estabrooks, was eighty-five years at her death. Great-grandfather Colby was a soldier of the Revolution, and reached the age of ninety-eight. Grandfather Warren Ladd, also a farmer, and his wife, lived to an advanced age. Seneca Ladd, a blacksmith by trade, left his shop in Danville in 1850, and set out for California by the Panama route. Arriving on this coast he mined about two years on the Tuolumne river, and returned to Vermont in 1852, by the Nicaragua route.

The subject of this sketch received the usual district-school education, supplemented by an academic course in Phillips' academy, in his native county. He then entered the service of Fairbanks' Scale Company, in St. Johnsbury, Vermont, and remained with that concern until he set out for this coast. He came by the Nicaragua, being among the first who took that route, arriving in San Francisco August 16, 1851. He first went to work in that city, and on February 15, 1852, went to the mines in Tuolumne County, where he remained two winters.

In 1854 he went into the freighting business with his brother, George S., under the style of Ladd & Brother, and followed that line for fifteen years. In 1866 the brothers bought 800 acres on the Mariposa road, near Collegeville, eight miles east of Stockton, and went to raising wheat and stock. They divided this land about 1870, and John S. afterward sold his portion. He owns 354 acres three miles south of Stockton, to the cultivation of which he has given his personal attention for many years.

Mr. Ladd was married in San Francisco, March 12, 1863, to Miss Mary C. Swan, born in Methuen, Massachusetts, February 5, 1841, a daughter of Caleb and Judith (Pettengill) Swan, both natives of that town, and of New England descent for several generations. The mother was seven years younger than the father, and survived him seven years, both dying at the age of seventy-three years. The father was a farmer and wheelwright. Grandfather John Pettengill died in 1827, aged seventy, and grandmother Hannah (Burbank) Pettengill died in 1853, aged seventy-five. Great-grandmother Judith Pettengill reached the remarkable age of 103 years, dying in 1835. Grandmother Swan (by birth Ingalls) was of New England descent for several generations, and the Swans were among the first settlers in Methuen, Massachusetts. Mr. and Mrs. Ladd have three living children, born in this county: Mary Alice, born January 21, 1864, was graduated from the High School, and received a diploma from the Normal School. She was married in this city, July 30, 1887, to Milton Henderson Kingsbury, who was born in Bangor, Maine, in 1860. They have twin children, born August 30, 1888, and named Mary Alice and Amanda Gage Kingsbury. Pamelia Estabrooks Ladd, born October 22, 1863. John Seneca, Jr., born December 27, 1873.

ANSEL SMITH.—Among the lawyers at the Stockton bar whose abilities have gained them reputation, the gentleman whose name heads this sketch stands prominent. He is a native of Maine, which State was the family home for several generations. His father, Matthias Smith, was a native of Maine, as was also his grandfather, Carpenter Smith, who in his early days was a prominent resident of Redfield.

Ansel Smith was born in Kennebec County, June 8, 1850. After attending the common schools of his native county, he took a classical course at Maine Wesleyan Seminary. He commenced reading law with E. O. Bean, and afterward continued his legal studies without instruction. He came to this county in 1873. In 1878 he commenced attendance at Albany, New York, Law School, where he was graduated in 1879, and then admitted to the Supreme Court of New York at Albany. Later in the same year he was admitted to the Supreme Court of

California, and commenced practice in Stockton. Since that time he has been admitted to practice in the United States courts. For four years, commencing in 1885, he was District Attorney of this county, having been twice elected. He has also held the office of Police Judge in Stockton. He has made a reputation as a successful lawyer, due not only to his natural abilities but also to the zeal with which he has thrown his efforts into the cause of his clients. The case of Pollock *vs.* Watkins, generally known as the Mokelumne Hill road case, offers an illustration in point. Mr. Smith carried the case to a successful issue. This case is referred to at some length in the proper place in this volume, as is also the triangular litigation in regard to the title of the Court-House square, in which he also took a prominent part while District Attorney for the county.

Mr. Smith is an ardent Republican. He is a member of Stockton Lodge, No. 11, I. O. O. F., of Centennial Lodge, K. of P., and of the Masonic fraternity.

WESLEY MINTA, an attorney of Stockton, was born in Whiteside County, Illinois, a son of William and Elizabeth (Dixon) Minta, both natives of England, and there married. They came to America in 1838 and settled on a farm in Whiteside County, where both died in 1862, leaving eight children. Both grandfathers died while the father and mother of the subject of this sketch were young, but the grandmothers lived to an advanced age, Mrs. Dixon being seventy-four and Mrs. Minta ninety-six at death. Upon the death of his parents Wesley Minta lived with an older brother, also a farmer, until the age of fourteen. At the age of fifteen he entered the high school in Morrison, Illinois, and at seventeen the Normal school in Winona, Minnesota, from which he was graduated in 1871. After a brief visit to Illinois he came, in April of that year, direct to this county, whither he had been preceded by a brother and sister. He taught school in this county from 1871 to 1876, and, having read law with James A. Louttit, he was admitted to the bar in 1877. Mr. Minta was Deputy District Attorney in 1879, Justice of the Peace from 1880 to 1883, and again Deputy District Attorney from January, 1885, to January, 1889. In the intervals he has practiced his profession alone, but since January, 1889, he has been a partner with Ansel Smith under the style of Smith & Minta. Mr. Minta is secretary of Stockton Lodge, No. 11, I. O. O. F., and was Grand Representative to the Sovereign Grand Lodge in 1887 and 1888, and to the Grand Lodge of California from 1879 to 1889. His sister, Julia, at one time librarian of the Free Public Library of this city, is now the wife of Thomas O. Minta, a merchant in Carbon, Wyoming Territory.

GEORGE F. HILDRETH was born at Central Falls, Rhode Island, December 17, 1846, son of Elias Hildreth, one of the pioneers of this State. He was raised in his native State up to the age of fifteen years, when in 1861, he came to California with his mother, his father being already here. Mr. Hildreth continued to make his home with his parents till 1874. He was married December 30, 1874, to Alice E. Millington, a native of San Francisco and daughter of James Millington, also a '49er and now a prominent citizen of Alameda. They have a family of three children, two daughters and one son, viz.: Mary E., Susan F. and Elias M.

In the year 1874 he moved upon his ranch, which was purchased in 1873, consisting of sixty-three acres, and in 1878, he purchased another tract, making in all 224½ acres, situated on the west side of Cherokee Lane, five miles northeast of Stockton, which is devoted to general farming and the raising of stock.

Mr. Hildreth has been a member of the Masonic order since April, 1871, belonging to Morning Star Lodge, No. 68, of Stockton, also

the Chapter, No. 28, and the Stockton Commandery, No. 8. He is a member of Council No. 11, all of Stockton. During his residence in this State he has been very successful and is one of our most prominent farmers.

GEORGE SAMUEL LADD, a merchant of Stockton and farmer of San Joaquin County, was born in Danville, Vermont, May 28, 1833, a son of Seneca and Pamelia Ladd (see sketch of J. S. Ladd). The subject of this sketch was sent to the seminary of the New Hampshire Conference at Sanborton Bridge to be fitted for college, but becoming infected with the gold-fever at the age of eighteen he left school and set out for California, coming by way of Cape Horn. Arriving in San Francisco in due time he proceeded at once to the mines. After the arrival of his father in 1850 he joined him in mining, in Tuolumne County, at which they were fairly successful, and returned with him, arriving in Danville, Vermont, in July, 1852. A few months later, accompanied by his youngest brother, Ira W., he again set out for California, by the Panama route, arriving in Stockton, January 14, 1853. He followed mining for a time and in 1854 went into the freighting and commission business with his brother, John S. After closing the freighting and commission business George S. became a partner of George West and S. Newell, in the sale of manufactured products of West's vineyard, continuing in that relation to the present time. He also bought and sold farms in different localities, and in 1890 owns several in this and other counties of the State and Oregon. He was connected with the schools of the city of Stockton as director or Superintendent from 1867 to 1888, and was a member of the city council three years.

Mr. Ladd was married in Stockton, May 28, 1856, to Miss Abigail Bourland, born in Arkansas, January 30, 1840, a daughter of Alne and Rebecca (Cook) Bourland, both natives of Alabama, where also they were married. They moved to Arkansas, settling at Fort Smith, where they resided several years. In 1854 they set out for California and the mother died of heart disease on the journey in Surprise Valley, Nevada, the survivors arriving in Stockton, September 22, 1854. Grandmother Abigail Bourland reached the age of ninety-six and other members of the family also lived to an advanced age. Mrs. Ladd is a member of the First Presbyterian church, in which Mr. Ladd also has been a constant attendant for many years, being a member of the choir for twenty years.

Mr. and Mrs. Ladd are the parents of four living children (sons): (1) George Edwin, born May 11, 1857, married in Stockton November 26, 1884, to Miss Mary Evaline Van Vlear, born in the city of Stockton, in 1860, has two children, Jannette, born August 21, 1886, and Edwin Hubbard, born December 6, 1887. (2) Walter Eugene, born May 27, 1859, married February 5, 1885, to Miss Lucy Estella Ayres, born in San Joaquin County, December 9, 1862, has two children, George Allen, the survivor of twin brothers, born March 25, 1887, and Walter E., Jr., born April 2, 1889; (3) Joseph Marshall, born December 31, 1864; (4) Ira Bourland, born May 28, 1868.

Mr. George S. Ladd is a member of Stockton Lodge, No. 11, I. O. O. F., and has been a member of the order since 1856. Was State Commissioner of Yosemite valley under Governor Perkins' administration. George Allen has been a member of Charity Lodge, I. O. O. F., for eight years, and Walter E., a member of Truth Lodge, I. O. O. F., for five years.

HENRY M. PECK, Esq., was born in St. Clair County, Illinois, May 7, 1829, the son of Rev. J. M. Peck, a native of Connecticut, who emigrated to Illinois, in 1817. Paul Peck, an ancestor, emigrated from England in 1634, and was one of the founders of Hartford, Connecticut. Our subject went to Jackson County, Iowa, in 1848, and from there

came to California, in 1849, crossing the plains with ox teams via Council Bluffs, Fort Laramie, South Pass, Sublette's cut-off, Humboldt and Carson rivers, over the mountains to Hangtown, arriving October 15, 1849. There wintered and mined at Mud Springs and went to mining on Cosumnes river in 1850. In 1851 he mined on the middle and north forks of the American river, and in 1851 went to San Francisco, where he got employment at his trade, carpentering and building. In 1852 he made a visit to the East, remained a short time and then returned to California, locating in Santa Clara County, where he resided for five years. Then, in 1866, he came to San Joaquin County, and took up land in Tulare Township. In 1868 he was elected to the office of Justice, which position he is now occupying in 1890.

He was married to Miss Eunice Melvin, a native of St. Clair County, Illinois. They have had four children, namely: Nevada E., James M., Alameda, and William S.

P. W. BENNETT.—Among the most prominent representatives of the legal profession now practicing at the Stockton bar is the gentleman whose name heads this sketch. He is a native of Gloucester, Massachusetts, born June 12, 1836. His childhood days were spent at his native place, and he was quite young when he went to the British North American provinces, where he resided most of the time until leaving the East. In the fall of 1858 he sailed from Boston to California, landing at San Francisco, and for several years after coming to the State resided in Sonoma and Marin counties. About the commencement of 1864 he went to Owen's River valley, Tulare County. When Inyo County was organized that territory was included in the new county, and he went to live at Independence. He had been reading law as opportunity presented from the time he was a mere youth, and when, under the new county organization, he was made under sheriff of Inyo, he took occasion to brush up his legal knowledge. In 1868, before the expiration of his term in that position, he was appointed District Attorney of Inyo County. He served two terms in that office, and upon the expiration of his second term continued to practice law at Independence until 1878, when he went to Bodie, Mono County. There he remained six years, part of the time in partnership with P. Reddy (now of San Francisco), and in November, 1884, he removed to Stockton. In 1885 he formed a partnership with J. C. Campbell, which continued unchanged until the late Judge David S. Terry became a member of the firm. In 1886 this strong firm was dissolved by the removal of Judge Terry to Fresno. Since that date Mr. Bennett was for a time associated with George M. Gill, and later with F. D. Nicol. He now, however, has no business partner.

Mr. Bennett is a member of Morning Star Lodge, No. 68, F. & A. M.; of Stockton Chapter, No. 8, R. A. M., and of Stockton Commandery, No. 8, Knights Templar. He is also a member of Charter Oak Lodge, No. 20, K. of P.

Mr. Bennett is a stanch Republican in his political proclivities, and has been prominent in the councils of the party and active in its ranks. As a lawyer he is capable of holding up the reputation of the bar of San Joaquin in any court.

G. HOWELL, farmer of Castoria Towbship, was born in Montgomery County, Ohio, within seven miles of Dayton, Ohio. In 1854 he went to Indiana, where he remained six years, then crossed the plains to California, landing within five miles of Stockton, where he was employed by Frank Ross, by the month. At the end of nine months, he went to work for George Lusinger, and stayed with him two months; in fact he has worked all over this section of the country. Eight years later he bought

a ranch of 320 acres, ten miles south of Stockton, and there he now resides.

He was married to Miss Mary J. Salmon, a native of Wisconsin, born in 1852, who crossed the plains with her parents. They have had seven children, one of whom is deceased. The name of the living are as follows: Christian, Mary A., Emma, Effie, Charley and Eva. Mr. Howell is a member of the I. O. O. F.

DARIUS ALBERT GUERNSEY, of Guernsey & Davis, proprietors of the Stockton Stock-yards, was born in New Hampshire in 1846, a son of Aaron and Sally (Blakesley) Guernsey, both natives of that State. They spent the winter of 1886–'87 in this city, on a visit, and returned to their home in New Hampshire, where the father died in March, 1888, aged seventy-five. The mother, born in 1814, is still living in 1890. Grandparents Guernsey, both of the Society of Friends, lived to an advanced age, somewhat over seventy, and grandfather John Blakesley lived to be almost ninety. All the grandparents were born, lived and died in New Hampshire, where the Guernseys have been long settled, as have been the Blakesleys elsewhere in New England.

D. A. Guernsey received a rather limited education in his youth, but has since labored diligently and with marked success to remedy that deficiency. He worked on his father's farm to the age of seventeen, and then clerked for three years in a general store in Lancaster, New Hampshire. Born apparently with a love of trading, D. A. Guernsey was scarcely of age when he engaged in buying and selling lands in Iowa for a year or two. In April, 1870, he came to this city, finding employment first in a dry-goods store for eight years, and afterward in a book and stationery store for five years, the firm being Guernsey & Allen. About 1882 Mr. Guernsey went into the business of buying live stock, chiefly horses and mules, his second purchase in that line amounting to 800 head. In May, 1887, he formed the present firm, taking Mr. Franklin Davis as partner. Their yards cover an entire square on California street, south of Mormon slough, with stables, corrals and other conveniences for the transaction of their business. Their sales have probably averaged $50,000 annually since the formation of the firm. Mr. Guernsey has been a director of the Farmers' and Merchants' Bank since its organization.

Mr. Guernsey was married in Stockton, January 1, 1878, to Miss Nellie Hutch, born in Maine in 1859, a daughter of Franklin L. and Jane (McMahon) Hutch, both natives of that State, and settled permanently in this city since 1874. Her mother died here in September, 1887, aged forty-nine; her father, born about 1834, is still living in this city. Mr. and Mrs. Guernsey have two children: Franklin Aaron, born October 17, 1879, and Florence, born September 12, 1885.

JAMES M. LEARNED, one of the leading stock-raisers of San Joaquin valley, is a native of Hamden County, Massachusetts, where he was born March 5, 1817. He was raised and educated in his native county, graduating from the high school of Springfield, and afterward attending the Wesleyan Academy at Wilbraham, Mass. The winter before he was seventeen years of age he taught school at Enfield, Massachusetts, and later at Ludlow, Hamden County. He then became a carpenter and an architect, following that business until he came to this country. He purchased his ticket in November, 1849, but could not get passage on account of the crowds that were making their way westward, until January, at which time he was promised a passage, but was obliged to lay over until February. The voyage was made by way of Panama. On the Pacific side of the Isthmus they chartered an English ship named Sarah Sands, but were detained six weeks on the Isthmus before the ship came to take them,

arrived in San Francisco last of May, came direct to Stockton, paying $5 for his passage up the river. Here he hired a pack-train and packed 7,000 pounds of provisions up to the middle fork of the Calaveras river, but not being satisfied with the diggings there came back to Stockton and followed the old trail to Sacramento, passing between the house and barn where he now lives, to Long Bar, where he was quite successful at mining until the rains drove him away. It commenced raining just at dark September 25, 1850, and at 2:30 A. M. the water was up to his armpits. He then fished his tools out of the water with his toes and the next day every one wondered who it was that had pulled them out of the water. He then went to Auburn, thence to a place three miles below Auburn, where it had been rumored that a party had the previous year taken out $75,000. He took a look at the place, saw the large hole they had made and noticed a clump of willows that grew on the edge of it. He first dug a hole, 3 x 8, but did not obtain much. Then he dug up the bunch of willows and found directly under them $1,500 in pieces, the smallestof which was as large as a dollar piece.

January 1, 1851, he came to Sacramento, fitted out with horse, provisions, etc., and started for Rich Bar, Feather river, but on the way met men who told of a rich place at Marysville, and he changed his course. On the way to Scott Bar he met Lane, afterward the Governor of Oregon, so they joined forces and both pushed on to the bar. When there they found that in order to commence mining operations they would require heavy machinery, which neither of them had, so gave up the project.

Mr. Learned then returned to Sacramento, thence to Rich Bar, on the Feather river, where he took up a claim, but not being successful he went to Downieville, where he purchased two claims paying for each of them $1,000. After working them for about two months he sold them out and started for Mariposa river, but stopped on the way at Nevada City, where he cast his first vote in this State, on the admission of the State into the Union. Not being satisfied with the diggings at Mariposa, and finding that the greasers were making more than the Americans, he became disgusted and turned back. This was about the last of his mining experience.

He then went to San Francisco, where he built a house, intending to have it finished by the time that his wife arrived, for whom he had sent. He bought a small dairy of twenty-six cows, for which he paid $7,000, it being the first that had been started in San Francisco. It proving to be very profitable he continued at it for two years. He made the first cheese that had been made in this State, and it sold for one dollar a pound. During all this time in all his transactions the partner and companion of Mr. Learned's was Henry P. Fales, who came out to this country with him, and is now a resident of Madison, Wisconsin. After leaving the dairy business there he invested in real estate, which he left in the hands of an agent. In 1854 he went back East, spending some time at different places, finally going to Wisconsin, remained there for six years, then found that the climate was too cold for his health and returned to San Francisco in 1861 across the plains. He made his home there until 1866, when he returned and went to Oakland, where he entered into the flouring business with a Mr. Pendleton. In 1872 the mill was destroyed by fire. In 1871 Mr. Learned purchased his property in this county in partnership with Sabin Harris, of Oakland. Including some subsequent purchases they had about 4,000 acres of land, part of which was tule land, purchased with the intention of reclaiming and dividing it off into smaller lots. Their operations were frustrated, however, by other parties turning water into the land, which resulted in a litigation in the courts, which has been a heavy loss to Mr. Learned. He has made his residence in San Joaquin County since 1872, and is now turning his attention to the breeding of fine horses, a number of which are on the place where he lives.

Mr. Learned lost his wife, who died in the winter of 1869. She was the mother of two children—Charles B., who is a graduate of the State University, and Ella M., a graduate of the Stockton High School and of the State Normal at San Jose; for the past three years she has been teaching in the public schools of the State.

WILLIAM B. HAY was born in Virginia, April 24, 1807. He was reared and educated in his native place. In 1835 he went to Memphis, Tennessee, where he was engaged in the mercantile business until 1844. Selling out his business there he went to Independence, Missouri, where he carried on the same business. May 25, 1852, he came to California by water, landing in San Francisco. He went immediately to the mining district and spent ten years in mining. In 1859 he went to Chinese Camp where he resided five years. Later he came to Tulare Township, purchased land, and is at the present time engaged in the real estate business at Tracy. In 1872 he was elected Judge, holding the office till 1884, and notary public for eight years.

He was married, March 24, 1832, to Miss Emma C. Birch. They had five children, viz.: Dorothy H., George W., Gus B., Arden D. and Virginia. His first wife having died, he was married in 1860, to Mrs. Ellen Garret.

CHARLES H. WAKEFIELD.—The men who have come to the front in California have in every instance been men of great energy of character, who would not permit themselves to be deterred by any difficulty, and who invariably pushed on with a confident heart. They are nearly all self-made men, also, who have begun with little or nothing, and have proven their worthiness by their success. As a natural result their lives have usually been eventful ones, embracing much more than the ordinary interest, and hence we feel not the least hesitation in entering fully into the history of a man who came to California in the early times. Such a man is Charles H. Wakefield, the subject of this sketch.

He is a native of Oxford County, Maine, and is a son of George and Eliza (Clark) Wakefield, both of whom were natives of the same State. Mr. Wakefield's mother died October 24, 1879, at the age of seventy-four years, while his father survived her until 1887, when he died at the age of eighty-three. They were the parents of six children, five sons and one daughter, of whom one, L. D. Wakefield, is a prominent resident of San Joaquin County, a sketch of whom appears elsewhere in this work.

Our subject was born on May 7, 1838. He stayed at home until he was about nineteen years old, during which time his education was received at the district schools of his neighborhood, with the exception of about three months' schooling received elsewhere. The first trip he ever made out of his native State was in the fall of 1857, when he went West. He spent about two years in Minnesota and Wisconsin, after which he returned to his home in Maine, and after visiting his parents and relatives there, he started for the Pacific coast. He sailed from New York, November 21, 1859, on board the steamer Northern Light, for Panama, where he changed steamers, and in due time reached San Francisco, after a voyage of twenty-one days and fifteen hours from the time of leaving New York, which was then one of the quickest passages that had been made. Our subject did not tarry long in the great metropolis, but came up to Stockton, and from there up into Calaveras County, where his brother, L. D. Wakefield, was then living. The latter was quite largely engaged in the stock business, and as soon as Charles arrived the two brothers formed a co-partnership, which they continued up to the fall of 1873. In 1861 Charles turned his attention to teaming, and soon after that the great gold excitement broke out in Nevada, when he commenced making trips over the

mountains, going to almost all of those mining towns, which business for a while was a very profitable one, up to the time the railroad was completed through that country, when teaming rapidly began to go down. The brothers were together in this business, as well as in the raising of stock, and remained in that country up to 1865, when they closed out their stock interest and carried on teaming altogether up to about 1867. During this time they would winter at different places, sometimes on their little farm in Calaveras County, and then again would run into Stockton and put up there.

About 1865 they came to San Joaquin to live. The first land they owned here now forms a part of L. D. Wakefield's place. When they turned their attention to farming, they operated quite extensively, the heaviest of it being carried on in Stanislaus County, where they went in 1867, and where our subject was interested up to 1874, they at one time farming as high as 3,000 acres. In the fall of 1873 he bought and moved upon the place where he now lives and has since resided. The home place contains in the neighborhood of 340 acres, which was obtained in two different purchases. It is situated on what is known as the Frost and Leach road, or the county road running from the Eight-Mile House, on Cherokee Lane, to the upper Sacramento road, and is one of our most highly-improved farms, which certainly is an object of pride to San Joaquin County, and a tribute to the cultured taste and refinement of its owner in fitting up so beautiful a home. The landed possessions of Mr. Wakefield in this county amount to something over 500 acres, all of which is excellent grain land. Our subject has always taken a great interest in the welfare of the county, and anything that he could bestow on what he thought would be for the public good has always met with his favor. In political matters he has taken more or less an active interest. He is a Republican from principle, and has often been a member of the county conventions, and on one or two occasions has been a delegate to the State conventions.

He was united in marriage, in November, 1869, to Mary E. Hoenshell, daughter of Abraham Hoenshell, an old settler of this county. Mrs. Wakefield is a native of Pennsylvania, where she was brought up to the age of twelve, when she came to this State with her parents. She is a lady of most excellent worth, and a valuable member of society circles. The Wakefield family have never been together since they first separated. There are now only three of them left; the one besides the two in this county, is George W. Wakefield, a deaf mute, and the youngest of the family. He was the only one to remain at home before the death of his parents; obtained a finished education, and is still residing on the old home place.

HON. JOSEPH M. CAVIS, lawyer, and one of the representative men of Stockton, is a native of New Hampshire, born at Dunbarton, Merrimac County, July 1, 1825, his parents being John and Nancy (Mills) Cavis. The family is an old one in this country, the subject of this sketch being in the sixth generation from the founder of the family in America, who came from the Isle of Man. When the subject of this sketch was ten years of age his father removed with the family to Hopkinton, New Hampshire, and there he attended the academy, preparing for college. He was graduated at Dartmouth College, in the class of 1846. He immediately entered the law office of David Cross, at Manchester, and after a year and a half spent in legal studies there, went to Troy, New York, where he was admitted to the bar November 8, 1848. In that city he was in the office of Willard & Raymond. A couple of months after his admission he went to Holyoke, Massachusetts, was admitted to practice, and remained there until September, 1852. In 1852 he started for California, sailing from Boston on the ship Northern Light, October 25. The vessel rounded Cape Horn on the 1st of January, 1853. At night in that region he

would amuse himself by picking out the constellations, and on the night mentioned, off Cape Horn, the sun's entire disc was visible at nineteen minutes after nine o'clock. They landed at San Francisco, February 23, 1853, and Mr. Cavis, after remaining in the city a couple of weeks, went to Sacramento, to take charge of some real estate. He remained in the Capital City about a year, then went to Columbia, Tuolumne County, and commenced mining. This engaged his attention until September, 1855, when he entered into the practice of the law, having been admitted to the Supreme Court of California in June, 1855. In September, 1861, Mr. Cavis was elected to the State Senate of California, and at the election of September, 1862, he was again elected to the same position. In October, 1863, he was elected District Judge of the Fifth Judicial District, which at that time comprised the counties of Tuolumne, San Joaquin, Mono and Alpine. It was a tremendously large circuit, and entailed considerable hardship upon the judge whose duty it was to make it. His term of office expired on the 31st of December, 1869, and during the first week in January, 1870, he removed to Stockton, and opened an office here. In March, 1876, he was appointed by the President as Postmaster at Stockton, assuming the duties of the office in May of that year. He served three full terms, retiring from the office April 15, 1888, leaving behind him the record of a splendid administration. He has since reopened his law office, and is now again engaged in practice.

Mr. Cavis was married in New Hampshire, October 4, 1849, to Miss Emma Maria Chandler. They have one child: Joseph William, born March 22, 1852, who is now chief clerk of the Stockton postoffice.

Judge Cavis is a member of Columbia Lodge, No. 28, A. F. & A. M., Stockton Chapter, R. A. M., and is now serving his fourth term as Eminent Commander of Stockton Commandery, Knights Templar. He was a Whig in the days of that party's greatness, and he has been a Republican since the organization of the party, having cast his vote for its first Presidential candidate—John C. Fremont. He has always taken an active part in the councils of the party, and in 1875 was honored by the Republican State convention with the nomination for Lieutenant-Governor, and shared in the general defeat of that year. He has taken a lively interest in church work, and for eighteen years has been a trustee and secretary of the "First Congregational Society of Stockton."

EDWARD ELBRIDGE HOOD, the official court reporter and stenographer of San Joaquin County, was born in Nashua, New Hampshire, November 27, 1844, a son of John A. and Jane (Baker) Hood, both born in Massachusetts, the mother in 1816, and the father a few years earlier. The father, by trade a carpenter and millwright, came to California in 1850, and mined in Tuolumne County until 1853. The mother with her two children, the subject of this sketch and his sister, afterward Mrs. F. M. Renous, came out in 1852 by the Panama route, arriving in San Francisco in May of that year. In 1856 the family settled in Yreka, Siskiyou County, where the father has since followed his trade of carpenter, and where father and mother still reside in 1890. After his arrival E. E. Hood went to school in San Francisco until 1856, when he moved to Yreka, going to school a few months each year until 1862. Meanwhile he began to learn the art of printing in 1857; and in 1862 went to a college and in 1864 to a law school, from which he was graduated and admitted to the bar, October 1, 1866. The ensuing year he came to this city and practiced his profession until he was appointed court reporter in 1873. He had commenced to learn phonography while learning his trade of printer, and by long practice had become an adept in that art. He is a member of Morning Star Lodge, No. 68, F. & A. M.

Mr. E. E. Hood was married in Stockton,



Daniel Houser

September, 14, 1867, to Miss Esther Hull, born in Galena, Illinois, a daughter of Philip and Clarissa Hull. The mother, of American descent for several generations, died about 1879, aged perhaps sixty; the father is engaged in stock-raising in Arizona, in 1890, aged over eighty years. Mr. Hood's grandfather, Jeremiah Hood, born in Massachusetts, and a farmer by occupation, moved with his family to New Hampshire and died in Milford, in 1864, aged about eighty; his wife Mary, some years his junior, died a few years before, aged probably about seventy. Grandfather Baker died in middle age, but his wife Nancy survived until about 1872, being over seventy at her death. Mr. and Mrs. E. E. Hood have four children,—William Haskell, born in 1868, by occupation a seaman and now a master mariner, holding the position of mate of a merchant vessel since 1889; Francis J., born in 1875; Philip L., born in 1876; and Lettie Etta, born in 1878,—all three attending school in Stockton.

DANIEL HOUSER, senior member of the firm of Houser, Haines & Knight, manufacturers of combined harvesters and other agricultural implements, was born in Armstrong County, Pennsylvania, March 11, 1827, a son of Jacob and Magdalena (Schrecongost) Houser, both natives of that State. The mother died at the age of thirty five, and the father at fifty-one, the result of being thrown from a buggy. They had nine children, of whom three are living, the subject of this sketch being the oldest. Grandfather George Schrecongost, a native of Germany, was brought to Pennsylvania at the age of eight by a kidnapper, became a farmer and lived to be ninety-eight years old; his wife, a native of that State, was seventy-eight at her death. Grandfather John Houser, born in Lancaster, Pennsylvania, also a farmer, died at the age of sixty-five, and his wife, by birth Susannah Roope, lived to be eighty-four. The subject of this sketch received a limited education in public and private schools, but learned farming early and afterward the trade of carpenter. He worked at his trade from about the age of twenty-one to twenty-nine, in his native county, and was there married in 1848 to Elizabeth Swigert, born in that county about 1834, who died in 1849, soon after the birth of their only child. In 1850 he was married to her sister Catharine Jane. Mrs. Mary Swigert, the mother of both, was Mrs. Collins, born in Pennsylvania, about 1806, is living in this county in 1890. In 1856 he moved to Illinois, settling at Mount Carroll, on a farm of 100 acres, which he improved and cultivated, also working occasionally at his trade. Selling his farm in 1862 he set out for California across the plains, taking four months, less three days, to get to the city of Stockton. He bought 160 acres twelve miles south of this city in Castoria Township, which he afterward increased to about 900 acres in three farms. Renting some more land he went into wheat raising in a larger way, and his attention was then called to the need of the farmers in this section in the line of superior agricultural implements. Being also a carpenter he thought he could improve on the harvesters already in use. The first machine of that class was made about 1870, and seeing its defects he began to experiment on one that was in use in this section in 1874. In 1875 he bought one made in Buffalo for use on the smaller Eastern farms. He endeavored to accommodate it to his views by making some changes, but as in the previous experiment he was dissatisfied with the result. In 1876 he made one of his own and filed a caveat in Washington on what he regarded as a valuable improvement, a combination of the thresher and header, which was the origin of the Houser Combined Harvester. In 1881 he erected a building on Center street for the manufacture of his combination, and in 1883 received one patent for the original invention, and the other in 1885 for an improvement on the first. About 1885 the Houser Combined Harvester was consolidated with the Shippee Company, and the

Houser inventions and devices were united with those of other inventors under one management, giving a great impetus to that line of manufacture in this city. In November, 1889, Mr. Houser formed a partnership under the style of Houser, Haines & Knight for the manufacture of the Haines & Houser Harvester. In the new machine certain improvements, designed by Mr. Houser and Mr. Haines, both experts in this line, will be introduced. The plant has entailed a large outlay in buildings and machinery while making ample provision for enlargement to meet the expected growth of the new business. The buildings already erected cover an area of 80 x 250 feet, covered on the outside walls and roof with corrugated iron.

Meanwhile Mr. Houser came to reside in this city, in 1882, and began to sell his lands in this county in 1883. In 1885 he moved his family to Los Angeles, where he bought 400 acres of fruit land near Covina. His second wife died the same year, leaving nine children: John O., Harvey N., Nathaniel H., Ervin D., Denis V., Della, Mary, Elma and Rosetta. Della is the wife of H. L. Knight, junior partner in the new firm. By the first wife there is one daughter, Sarah J., now Mrs. Charles T. Blanchard of this city. Mr. Houser was again married in 1887, to Mrs. Susannah (Royer) Stoner, of Center View, Johnson County, Missouri, a widow with six living children, three of whom—D. P. (the bookkeeper of the firm), Robert and Katie—are living in Stockton, and three—Leroy, Vinnie and Jennie—are on the Stoner estate in Missouri. Mr. Houser again took up his residence in this city January 1, 1889, where he was rejoined by a part of his family in February of that year, the others remaining on their fruit-farm in Covina, Los Angeles County.

George W. Haines, of the firm of Houser, Haines & Knight, manufacturers of the "Haines-Houser Harvester" and a full line of agricultural implements, was born in 1838 in Medina, Ohio, a son of Henry and Rebecca (Irving) Haines. The family moved to Stephenson County, Illinois, in 1849, where the father (a cousin of the Haines Brothers of that section, manufacturers of the "Haines Headers)" followed his trade of carpenter until 1854, when he moved to Iowa, where he continued to work at his trade. In 1861 he came to this county with his family, and bought a ranch of 320 acres fourteen miles south of this city in Castoria Township. There the mother died in 1880, aged sixty-seven; the father is still living in 1890, aged seventy-seven. Grandfather Isaac Haines, a native of Pennsylvania, also a carpenter, moved to Ohio, where he died at an advanced age, and his wife, by birth a Miss Givins, was quite old at her death. Grandfather George Irving, born in Pennsylvania, where he was married to Miss Kempfer, a native of that State, moved to Indiana after his wife's death. He was a carpenter as was also four of his sons, so that Mr. G. W. Haines may almost be said to have been born a carpenter. He was educated in his youth in the district schools of Illinois and Iowa and early learned the trade of his father, beginning at fourteen and working with him until the age of twenty-one, and afterward for two years as a paid journeyman. With his family he came to Stockton in 1861 and went to work at his trade at four dollars a day, and farming some on 160 acres which he owned. In 1866 he helped to build a harvester near French Camp, one of the earlier imperfect ones, and in 1874 went to work with Mr. Houser, who made, after repeated experiments, the first really successful "harvester." Mr. Haines has been associated still more closely with Mr. Houser since 1881, always on wages, until November, 1889, when he became a partner in the firm of Houser, Haines & Knight. The main principles of harvesters are now public property, but the minor improvements, in the division of which both Mr. Houser and Mr. Haines are acknowledged experts, are always patentable. It is expected that the "Haines-Houser Harvester" will embody several that will commend that machine to the farming community, who are always deeply interested in securing the best.

Mr. Haines was married January 1, 1890, to Miss Laura Brooks of this city.

STANTON L. CARTER, of the law firm of Carter & Smith, of Stockton, California, was born at Clayton, Jefferson County, New York, on January 16, 1853. When about one year old, his father, removed to Carroll County, Illinois, where he lived upon a farm until 1862, when his father, who had previously emigrated to California, returned, and with his family crossed the plains and settled upon a farm, on the Mariposa road about eight miles from Stockton. Here the subject of this sketch, who had previously been in very delicate health, soon became accustomed to the laborious duties of a farmer, taking the entire charge of the farm one winter, while not twelve years old, during a lingering sickness of his father. When opportunity afforded he attended the only public school in the neighborhood, trudging five miles daily for this purpose. In the fall of 1866 his father removed to a larger farm upon the San Joaquin river, near the present railroad bridge; but the son, having been severely injured by a runaway team, was incapacitated for hard labor and spent the winter in attendance upon the public school. The following year his father again removed to a larger farm, this time in Stanislaus County, near Paradise City, where the son did a man's work upon the farm and in the harvest field until the close of the year 1868, when the family removed to Stockton to enable the children to enjoy better facilities for education than they had heretofore been afforded. The subject of this sketch, then a vigorous lad of fifteen years, entered the grammar school, then the highest grade in the city, and upon the establishment of the High School the following year he became a member of the second class and graduated therefrom two years later. At the age of eighteen years, having a strong desire to take a collegiate course, his father offered him the use of 160 acres of land to farm for the purpose of securing the necessary means. This he plowed and sowed to wheat himself, and the crop grown thereon realized some $1,650; but unfortunately this money, with others, was stolen from his father by highwaymen, who waylaid him upon his way from Modesto to Stockton, and none of it was ever recovered. The son in the meantime had taken charge of a warehouse at Ceres in which his father was interested, and upon the loss of his money reluctantly abandoned the idea of attending college; and as his father desired to have him devote himself to a business life he remained in charge of the warehouse until 1874, when it was sold, and in the meantime he had, during his spare time in the winter months, taken a course of book-keeping in Heald's Business College at San Francisco, from which he received a diploma as an expert accountant in the spring of 1874. Soon after this he began the study of law, spending, however, his summers upon the farm and in the harvest fields. On April 11, 1876, he was admitted by the Supreme Court to practice in all the courts of the State, but returned and spent two years more in the office of the attorneys with whom he had read law, with the exception of one summer when he took charge of and carried on his father's farming and threshing business, his father being confined to his bed the entire summer.

In March, 1878, he opened an office alone in the McKee building at Stockton, and though without influential friends or relatives, he soon acquired a large and lucrative practice, particularly for one of his age and experience. In September, 1879, he was appointed City Attorney for the city of Stockton, to fill a vacancy, and was twice thereafter elected to the same position, at the end of which time he declined to be again a candidate for the position, and thereafter confined himself entirely to the civil practice, giving particular attention to land titles and litigation, in which he is an acknowledged authority. He has never held any other official position except court commissioner of San Joaquin County, to which he was ap-

pointed in 1883. In January, 1885, he resigned this position for the purpose of forming the law firm of Carter, Smith & Keniston, which continued until September, 1887, when Mr. Keniston withdrew from the firm and retired from the practice, leaving the business in the hands of the present firm of Carter & Smith.

Mr. Carter is a prominent and influential member of the order of Knights of Pythias, becoming a member in 1876. He became an officer of his lodge upon the night of his admission, and held office continuously in the lodge and in the Grand Lodge until the spring of 1884, when he was chosen Grand Chancellor. During his term he instituted the largest number of new lodges ever organized in the State, averaging more than two for each month of the term. He is the author of the official digest of the laws of the order in use in this State, and is justly considered one of the best authorities upon the laws of the order.

He was married at Salt Lake City, Utah, in 1879, to Miss Armenia Oliva, and has a family consisting of two sons and a daughter.

EDWARD WALKSMUTH, proprietor of the Tracy Hotel at Tracy, Tulare Township, was born in Germany, January 31, 1834. He was reared and educated in his native place. In 1857 he came to the United States, locating at Pittsburg, Pennsylvania. In 1861 he enlisted in the army and served until 1864. He was engaged in the battles of Yorktown, Williamsburg, Fredericksburg, Seven Days' fight on the retreat with General McClellan, battle of Malvern Hill, battle of the Wilderness under Hooker, Chancellorsville Spottsylvania, Gettysburg under General Meade, etc. At the battle of the Wilderness he was wounded in the right wrist and breast. He was carried to the hospital at Alexandria, Virginia, and cared for until his recovery. In 1864 he received his discharge at Washington, District of Columbia. Soon after he went to Franklin, Pennsylvania, where he was employed as engineer for a short time; then engaged in the grocery business. In 1868 he sold out his business and set sail for California, remained but one year and then returned for his family. He brought them to Sacramento, but after six months came to Ellis, this township, and engaged in the hotel business; leased the hotel for two years, when he went into the wool-raising business, in 1875, then resumed the hotel business in 1877, moved the hotel to Tracy in 1878, where he is running a first-class house, and, being an honest, straightforward, accommodating gentleman, is doing a large business.

He was married April 25, 1865, to Miss N. Bayer. They have four children, namely: Millie, Elda, Mary and Eddie.

EDUARD SAALBACH is a native of Prussia, now a part of Germany, where he was born March 26, 1826, his parents being Christian and —— (Fontram) Saalbach; the latter died when our subject was quite young and his father married again, his second wife's name being Mary Hall. By his first marriage there were five children, four sons and one daughter, of whom Eduard is the youngest.

Eduard spent the early part of his life at home and attended school up to the age of fifteen, after which he took up mining and for many years followed that occupation, both in the old country and in California. In 1849 he decided to leave his native home on account of a revolutionary spirit that manifested itself among the people of his native country, and, not wishing to become involved in it in any way, he came to the United States, sailing from Antwerpen on board the American vessel Kirkwood, and landing in the city of New York on the 2d day of May, 1849. He continued his journey over the continent as far as Wisconsin, where he found employment on a farm, where he remained about four months. He then went to Milwaukee and there took a steamer bound for Eagle

Harbor, on Lake Superior, where he intended to take up work in the copper mines there. Arriving there, however, he had to spend two months chopping wood for contractors for the purpose of steamboats. When everything was ready he entered the mines and continued to follow that occupation for some time. The great gold excitement in California at length induced him to return to New York and set sail from there for the land of gold. He came via the Nicaragua route and arrived in San Francisco on the 11th of November. He came up to Stockton, and from there went to Sonora, where he went to mining on Wood's creek, remaining about six months. Then he went into Calaveras County, near the neighborhood of Vallacito, where he followed his vocation assiduously for thirteen years; there were four in the party who worked the claim, and, although it was operated under great expense, they took out large amounts of the precious metal. One little incident of a striking character happened to the parties who owned the claim before they took hold of it: it was the taking out of a single piece of gold weighing twenty-six pounds; this occurred in 1850. Mr. Saalbach continued his operating on this claim until it was entirely worked out, when he abandoned it, also the business of mining. He came to this valley in 1864 and purchased the ranch where he now resides, taking up the business of farming which he has successfully carried on up to the present time.

He was married in 1860, in Vallacito, to Kattarina Wagner, a native of Bavaria, who came to the United States in 1854, resided in Cincinnati two and a half years, a similar length of time in New Orleans, then came to California in 1859. They have a family of seven children, six of whom are sons, the youngest a daughter. Their names are as follows: Leobolt F., born February 28, 1861; Fritz, July 6, 1866; Eduard, June 1, 1868; Karl, October 1, 1870; Adolf, October 14, 1872; Otto, January 17, 1875, and Bertha, May 2, 1878; the oldest of the children was born in Calaveras County, the others in San Joaquin County.

Mr. Saalbach's ranch is situated on the Upper Sacramento road, six miles from Stockton, and contains 213½ acres of good farming land, well improved. The buildings are good and substantial, and his handsome residence, which was put up in 1878, gives a valuable and pleasing appearance to the place.

WILLIAM SAMUEL BUCKLEY, ex-Judge of the Superior Court of San Joaquin County, was born in Wood County, Virginia, December 17, 1829, a son of John F. and Margaret (Aulkier) Buckley. His father was a farmer, and both parents died while the subject of this sketch was quite young. An older brother, Harrison Wade Hampton Buckley, is still living in his native county, in 1890, aged seventy-nine. Grandfather Buckley, also named John F., born in Virginia, the son of an Irish emigrant, lived to an advanced age. Thrown on his own resources at an early age, the future judge managed to acquire a fair education, and before he reached his majority his mind was fixed on pursuing a legal career. Meanwhile he earned his living in various vocations, among others as clerk on the steamboat Colorado, engaged in the Pittsburg and St. Louis trade, for about eighteen months; then as partner in a general store, under the style of Weaver & Buckley, in Elizabethtown, Virginia, where he first began to read law under the guidance of a local lawyer named Hall. The firm of Weaver & Buckley moved to Gallipolis, Ohio, in 1849, and carried on business there about two years.

In 1852 Mr. Buckley came to this coast and entered an academy in Portland, Oregon, to prepare himself for his chosen profession. While thus engaged, about 1854, he with four other students made the first known ascent of Mount Hood accomplished by white men. But the Indian war of 1855 interfered for a time with his professional aspirations, as he felt it a duty to aid in subduing the sworn enemies of his people, and he promptly enlisted as a private. In

December, 1855, the white volunteers, numbering 330, had a fight with the enemy at Fort Shinn, on the Umatilla. By a night march they surprised the Indians, capturing Mox-Mox, chief of the Walla-Wallas, his son and several others, and destroying their village. They then made a forced march of thirty-five miles, only to find themselves confronted by 3,000 Indians, well supplied with arms and ammunition. After a brief consultation it was decided to break through their lines or perish in the attempt. A desperate conflict ensued, extending over a distance of ten miles. Mox-Mox and his fellow-captives attempted to escape to their friends by cutting and slashing their guards with the knives they had been permitted to retain, and it became necessary to kill them in self-defense. The heroic band escaped through the enemy's lines with a loss of seventeen killed and about forty wounded. When Cascade City was afterward taken by the Indians, Mr. Buckley again volunteered under Captain Powell, and while in this service his company went into the field with the regular troops under Philip H. Sheridan, then a Lieutenant of infantry. Soon afterward Mr. Buckley was commissioned by Governor Curry as Captain of an independent company of rangers, and ordered to join Major Leighton's command at the Dalles. Captain Buckley's company had a few successful skirmishes with the Indians, but the war closed before any heavy engagement was fought. After completing his academic course, he was appointed deputy postmaster of Portland, filling the position in 1856 and 1857, and reading law in spare hours under Logan & Shattuck, and later on under Williams & Gibbs. In 1859 he was elected assessor of Multnomah County, and discharged his duties of that office to the general satisfaction of his constituents. In 1860 he was admitted to the bar of the Supreme Court of Oregon, and in the fall of that year moved to San Francisco, where he became associated with Ray Reese and N. Northrup in the publishing of the *Evening Journal*. In 1861 he moved into this county, and was elected Justice of the Peace for Liberty Township, which he soon resigned. He taught school for about two years, and then engaged in the practice of law. In 1865 he helped to form in Woodbridge the first anti-Chinese organization of this county, and in 1866 delivered a lecture in this city upon the Chinese question, in which he enunciated the views afterward embodied in the Chinese Restriction bill. In May, 1874, he was appointed County Judge by Governor Booth, for the unexpired term ending in 1875, and was then elected for a full term of four years. In 1879, the office of County Judge having been abolished by the new constitution of this State, he was elected Judge of the Superior Court for the term ending December 31, 1883, and at its close resumed the practice of law. To do right, regardless of everything but law and justice, appeared to be his guiding principle on the bench, and as a lawyer he has always been recognized as thorough in preparation, and faithful to the interests of his clients, as well as an able exponent of the laws and decisions affecting each case. Though a Democrat of pronounced convictions, he has been repeatedly elected to the bench in a county having on each occasion a decisive Republican majority.

Judge Buckley was married in Sacramento County, May 8, 1865, to Miss Minerva C. Crawford, born in Illinois, March 29, 1847, a daughter of Morgan and Henrietta (Castle) Crawford, who came to this State with their family in 1860, and are still living in Oakland in 1890. The oldest child of Mr. and Mrs. Judge Buckley is William Langdon Buckley, born in this city, October, 1871. He was educated in the public schools, the business college and high school of Stockton. He is now filling the position of time-keeper for the Howard Street Railroad Company, of San Francisco. The younger members of the Buckley family—John R., born in 1877, and Maud Crawford, born in 1879—are attending the public schools of this city. Brought up a member of the Methodist Episcopal church, Judge Buckley regularly attends the service of the Central Methodist Episcopal

Church of Stockton. He is a member of Stockton Lodge, No. 11, I. O. O. F., and of Charter Oak Lodge, No. 20, K. of P.

DANIEL HOWARD, farmer of Elliott Township, San Joaquin County, was born in Walpole, Cheshire County, New Hampshire, May 28, 1823, son of Daniel and Rebecca Howard. He was reared in Walpole to the age of twenty years, then went to Lynn, Massachusetts, where he learned the shoemaker's trade, and followed it for seven or eight years. Then determined to come to California; accordingly took passage upon the ship Dubois, and reached San Francisco after a voyage of 194 days. He remained in that city but four weeks, then went to the mines. Soon after bought his farm of 300 acres of fine land, situated on the Mokelumne river and about two miles from Clements. There he has remained ever since, devoting his time to farming and improving his land.

He was married in San Joaquin County, December 6, 1868, to Miss Clara Flanders, a native of Wisconsin, who came to California when four years of age. They have two children, namely: Frankie L. and Jennie V.

ISAAC STOUTENBURG HAINES, proprietor of the Avenue Stable in Stockton, was born in Rising Sun, Indiana, in 1832, a son of Matthias and Elizabeth (Brower) Haines. The father, a native of Vermont, died in 1863, aged seventy-seven, and the mother, a native of New York State, died in 1874, at the age of seventy-four. Grandfather Abraham Brower, a native of New York city, died in 1865, aged ninety-nine, and his wife Elizabeth (Stoutenburg) Brower, also a native of New York, lived to be over seventy. A. Brower and M. Haines, both physicians, were of the early settlers of Indiana, arriving in 1816, the former in Lawrenceburg and the latter in Rising Sun. Jeremiah, a son of A. Brower, M. D., was also a physician in Lawrenceburg and served as a surgeon in the general hospital before Vicksburg in 1863, where he died of blood-poisoning contracted in the discharge of his duties. The subject of this sketch was partially paralyzed in infancy, and at the age of fifteen sprained his ankle, when his uncle, Dr. J. Brower, amputated the limb with such success that he has suffered no serious inconvenience in all these years except a certain unavoidable stiffness in the knee joint. Abraham Brower Haines, M. D., a brother of I. S. Haines, practiced in Aurora, Indiana, also served in the army from 1862 to 1865 as surgeon in the Nineteenth and afterward in the Forty-sixth Indiana Volunteer Infantry. He died in Aurora, Indiana, in 1887, aged sixty-four. The founder of the Haines family, Samuel Haines, was among the Pilgrims of 1635, and settled in New Hampshire. I. S. Haines is a lineal descendant of the Deacon Haines, in the seventh generation. The Browers are of Knickerbocker descent, and the Stoutenburgs are Hollanders, who moved to this country previous to the Revolutionary war. Mr. Haines has in his possession a ring made in 1727 for his great-grandparents Isaac and Elizabeth Stoutenburg, enclosing portions of the hair of each and inscribed with their initials I. and E. S. Mr. Haines was educated in the district school in Rising Sun and afterward clerked in a store at that place for four or six years. He came to California in 1852, and went to work at Fourth Crossing in Calaveras County as clerk in a store, remaining three years, when he engaged as a farm hand for two years. He went East in 1857 and settled again in Rising Sun. He was married in 1862 to Miss Margaret Smith, who died without issue in 1880. After her death he returned to this State and settled in this city, being engaged from 1880 to 1885 with his brother John S. on Main street in the stable business. In 1885 he bought the stable now conducted by him at 308 Weber avenue. It is an old location, established in 1853. Mr. Haines was again married in

1884, in this city, to Mrs. Emily Petty, deceased, in 1886, also without issue. Mr. Haines has been a Mason since 1857, joining the lodge in Rising Sun, of which his father was a charter member. He is now a member of Morning Star Lodge of this city.

ANSEL LITCHFIELD was born in Ohio in 1831, went to Illinois in 1837, came to California in 1852 via the Isthmus of Panama, thence by the steamer Winfield Scott to San Francisco, she carrying 1,400 passengers, three of whom died on the passage, one being buried at Acapulco and two at sea. He saw the great fire at Sacramento city November 2, 1852, and the flood shortly after. Went to San Jose valley in January, 1853, and a few months later came to Stockton. He was married to Mrs. M. J. King in 1860, whose maiden name was Cross, born at Lockport, New York, in 1830. Residence No. 606 San Joaquin street, Stockton, California.

L. F. MOLLENHAUER.—Among the enterprising business men of Stockton, who take an active interest in public affairs, is he whose name heads this sketch. He is a native of Germany, born in the old kingdom of Hanover, September 7, 1852, his parents being John Frederick and Doris (Kobbe) Mollenhauer. He was reared at his native place, and educated to the age of fourteen years, after which he was engaged in farm work. In 1868 he emigrated to America, landing at New York, where he engaged as clerk in a grocery store on the corner of Ninth avenue and Fifty-third street. He afterward changed his place of employment to a store on the corner of Ninth avenue and Fifty-fifth street.

In 1878 he came to California and located in Stockton, where he bought the grocery business of John Ducker, on Weber avenue. This store was established by Mr. Ducker in 1858, and was carried on by him until succeeded by Mr. Mollenhauer. The latter has kept up the high reputation of the store established by his predecessor, and enjoys an extensive trade with city and county. He has a well equipped store, and his well-known fair dealing and uniform habits of courtesy have given his establishment a reputation second to none.

Mr. Mollenhauer was married, on the 7th of September, 1881, to Miss Ella Wolleson. They have three children, viz.: Freddie, Willie and Jesse. Mr. Mollenhauer is a member of the Verein-Eintracht, and of the U. A. O. D.

JOHN COWEN BYERS was born and raised near West Alexander, Washington County, Pennsylvania. After the completion of his education, he went South, read law, and was admitted to the bar in the State of Arkansas; he afterward came North and settled in the southern part of the State of Indiana, where he practiced law a number of years, and then removed to Nebraska City, Nebraska, where he continued the practice of law until the gold excitement in Colorado drew him to that country, from which, after a year's stay, he came across the plains to California and settled in Stockton, in the month of September, 1861, where he has ever since been and still is engaged in the practice of law.

W. L. DUDLEY.—Among those who have given character and solidity to the Stockton Bar is the gentleman whose name heads this sketch. He is a native of Chesterfield, Cheshire County, New Hampshire, born December 20, 1824, his parents being Moses and Persis (Pratt) Dudley. The Dudleys are known as one of the old families of New England, and the father of our subject, a native of New Hampshire, was born at Londonderry, Sullivan County, and died in April, 1874, aged

seventy-eight; his widow, who lived to the advanced age of ninety-one years, died in January, 1885; she was born at Westmoreland, Cheshire County, New Hampshire.

The subject of this sketch commenced his literary education in his native county, attending Chesterfield Academy and finished at Brattleboro, Vermont. He commenced reading law in the office of Larkin G. Mead, at Chesterfield, and afterward studied at Brattleboro, and later was with Allen P. Dudley, his brother, at Nashua, New Hampshire. He finished his preparation for the legal profession at Harvard Law School, Cambridge, and was admitted to the bar of the Supreme Court of New Hampshire in 1846, and commenced practice at Chesterfield. His profession then commanded his attention until the current stories of the golden wealth of California caused him in 1849 to join the Gordon Association, organized for the purpose of giving its members an opportunity to test for themselves the truth of these reports. On the 20th of February, 1849, they sailed from New York and landed at San Juan. Hence they proceeded via the San Juan river and Lake Nicaragua to the Pacific. They had expected to charter a vessel there or go up on a steamer, but steamers passing there had all they could carry, and five months elapsed before they could secure transportation. At length they took passage at Rio Lejo on a sailing vessel bound for San Francisco. The voyage proved an eventful and tedious one. Water and provisions gave out, and they ran into a little bay above Cape San Lucas, Lower California, where they lay a week, taking in water and other supplies. At length, October 5, 1849, they put into the harbor of San Francisco. Mr. Dudley was sick when they landed, and he remained a week with Postmaster Moore, who was a New Hampshire man. He then came to Stockton, and from here proceeded to Calaveras County, where he engaged in mining. At Mokelumne Hill he was elected Alcalde in 1850. In April, 1851, he went back to New Hampshire, via Panama, but returned to California in May, 1852, bringing with him his law library, and engaged in practice at Mokelumne Hill. In 1867 he came to Stockton, which has ever since been his place of residence. During the quarter of a century he has resided there he has occupied his present place in the front rank of his profession, a representative of its strength and dignity.

Mr. Dudley was married at Newcastle, Canada, November 11, 1858, to Miss Mary C. Doak, a native of Northfield, Massachusetts, and daughter of Thomas D. and Elizabeth (Mead) Doak. Her mother was a sister of Larkin G. Mead, father of a well-known sculptor of that name,—the designer of the National Lincoln monument at Springfield, Illinois. Mr. and Mrs. Dudley have four children, viz.: Elizabeth Mead; Ellena G., wife of L. H. Parker, of Beloit, Wisconsin; W. L., Jr., who is connected with one of the banks of Stockton; and Mary Frances.

Mr. Dudley was a member of the Constitutional Convention of 1880, and served on the Engrossing Committee of that body. He was elected to Congress on the Anti-Lecompton ticket in 1857, but did not go on to Washington to claim his seat. In 1858 he declined a renomination.

DAVID P. MARTIN is a native of Wetzel County, West Virginia, where he was born January 12, 1836, his parents being Felix S. and Eliza (Harrison) Martin, both natives of West Virginia. Felix S. moved to Ohio with his family, where he remained twelve years. About 1851 he returned to Virginia, where they made their home till 1855, when he moved to Lee County, Iowa; seven years later he crossed the plains to California, arriving in this valley September 22, 1862. For almost ten years he was toll collector at the toll gate on the Waterloo road, where he died October 16, 1881, at the age of seventy-four years. Mrs. Martin died June 16, 1853, in West Virginia. She was the mother of ten children, four sons and six daughters, as follows: Glorvina, wife of L. Herbert:

she died in this county, in July, 1862, leaving one daughter; Mary Belle, married and living in Kansas; Amanda, married, residing in San Jose, California; D. P, the subject of this sketch; Richard Harrison, residing in Missouri; Margaret Clinton, who died at the age of four; Benjamin F., residing in Tacomo, California; Charles L., a resident of San Joaquin County; Eliza Virginia, married and residing in San Francisco; and Anna, the youngest, who died in Virginia, in 1855.

David P. Martin remained with his parents up to the year 1855, when he went to Missouri, and acted as foreman or overseer on a farm, where a number of slaves were employed in the raising of grain, tobacco, etc. This position he occupied for five or six years, at the end of which time he came to California, in the year 1862. During his residence here he has been occupied in ranching most of the time. The place where he now lives was bought in the fall of 1867: it consists of 160 acres, besides 193 acres he owns in partnership with his brother, Charles L. Martin.

Mr. Martin was married May 14, 1876, to Miss Carrie Day, daughter of T. B. Day, of this county. She was born in Wisconsin, but came to this State with her parents in 1851, when she was a mere child. Their family consists of five children: Maud May, born March 21, 1877; Bertha Blanch, January 8, 1879; Ethel, July 7, 1881; Thompson D., June 27, 1883, died July 3, 1887, at the age of four years; and Vesta B., born January 18, 1886.

Mr. Martin has been a member of the Masonic fraternity since 1868, belonging to Valley Lodge, No. 135, at Linden.

JOHN VAN VALKENBURGH was born in Oneida County, New York, February 1, 1827, a son of Lambert and Sarah (Dennis) Van Valkenburgh; the former a native of New York State and the latter of Connecticut. Grandfather Van Valkenburgh was a native of Holland who emigrated from that country to the United States, settling in New York State, where the family have resided ever since. John, the subject of this sketch, was one of ten children, who were all reared to man and womanhood; his parents died in New York State. In 1846 he left New York, going to Cass County, Michigan, that at the time being a new country. There he turned his attention to the shoemaking trade, served his apprenticeship and afterward started a shop of his own. He left Michigan for California, February 22, 1849, made his journey across the plains with ox teams, arriving in Sacramento, September 1, 1849. His first meal there cost him $2.50 and consisted of pork, beans, hard tack and black coffee. He went to Coloma and started at mining below the old mill where gold was first discovered. While in that locality he discovered Union Flat, which has since been the seat of considerable mining. A town sprung up called Uniontown where he started in quartz mining and spent considerable money, but made a failure, not knowing how to work quartz, situated near Coloma. He was the first man to strike a pick in Nelson's Cañon, which turned out to be a district rich in minerals. He was among the first to operate in Oregon and Mosquette Cañon, which was among the richest mines struck there. In 1851 he went to Kelsey Diggings, where he was united in marriage to Miss Mary Elizabeth Lane, a native of Ohio, who crossed the plains in 1851. In 1852 Mr. and Mrs. Van Valkenburgh moved from Kelsey Diggings to Walls Diggings, thence to Michigan Bar, where he conducted a shoe shop and a livery stable. In 1863 he came down to this valley and bought a ranch, July 24, of that year. The ranch contains 160 acres and is situated on Cherokee Lane, Liberty Township. There Mrs. Van Valkenburgh died, April 17, 1885, at the age of forty-nine years. She was the mother of six children, viz.: Asa L., born March 10, 1854; Loyal H., December 18, 1855; Lizzie, December 18, 1857; Frank and Charles, deceased; and William T., the youngest of the family, born in

San Joaquin County. Asa L., the oldest of the family, remained with his father until he was twenty-three years of age, when he built a shop on Cherokee Lane and started in the blacksmith business, running it for nearly seven years. Then he and his brother Loyal went to farming together. They own 320 acres in Sacramento County, and 160 in San Joaquin; they make their home on the latter; it is situated in Liberty Township, within half a mile of Cherokee Lane. Besides this the two brothers farmed considerable more land, the greater portion in Sacramento County.

Asa was married, March 3, 1886, to Miss Della Stevens, a native of Kansas. He is among the largest operators in the farming industry in this section of the country. dealing mostly in wheat and stock, principally horses.

CHARLES WAGNER, resident partner of the firm of Kullman, Wagner & Co., proprietors of the Pacific Tannery of Stockton, was born in Wurtemberg, Germany, January 23, 1837, a son of Christian and Johanna (Gunsser) Wagner. His father was a tanner and his grandfather, John Wagner, by occupation a brewer, was for a time in charge of his great-grandfather's tannery in Balingen, Wurtemberg, to which Christian also succeeded, so that at least four successive generations of the Wagner family have followed the tannery business. Both the father and grandfather of the subject of this sketch lived to an advanced age; and the grandmother Wagner also. Grandfather Christian Gunsser, a public surveyor and school-teacher, was sixty five at his death. and his wife reached the age of ninety-two. The mother, Johanna (Gunsser) Wagner, lived to the age of sixty-two years.

The subject of this sketch attended school to the age of fifteen and afterward learned his father's business. He left Wurtemberg in the fall of 1855, for California by the ship "Bavaria" from Havre, France, to New York, thence by steamer "Northern Light" to Chagres, across the isthmus on mule back, then by steamer to San Francisco, where he arrived January 19, 1856. Proceeding to the mines by way of Stockton, he made one month's trial in Calaveras County, near what is now Copperopolis. The result being unsatisfactory he returned to this city and with his brother, Jacob C., started the tannery in which he is still interested in 1890. Meanwhile, in 1859, the subject of this sketch, desiring to perfect himself in his trade, left Stockton for San Francisco and portions of the State where tanning industries were carried on, and finally worked for eighteen months in tanneries at Santa Cruz, where at that time the best article of leather was made. After an absence of two years he returned to his labor in the tannery here, which was established by himself and brother in 1856. They continued to manufacture, and in 1865 adopted the style of Wagner Brothers. In 1869 Jacob C. Wagner retired and Moses Kullman became a partner, under the style of Kullman, Wagner & Co., which has since remained unchanged, with, however, some change in the membership of the firm. In 1870 Herman, a brother of Moses Kullman, was admitted into partnership, and in 1874 Jacob Salz purchased an interest. Moses Kullman, at his death November 6, 1878, bequeathed half his interest to his brother Herman, and the other half to a nephew, Charles Hart, who thus became a member of the firm. The "Pacific Tannery" has thus been an important industry of this city for thirty-four years, with a constantly growing demand for its products wherever these have been introduced, having long since outstripped the factories of like production. In quality, their sole-leather competes successfully in the markets of the world; is sold all over the United States, and the firm has standing orders for the markets of Japan, while their harness-leather goes all over the States and Territories of the Pacific coast. The annual expenditure for raw materials is over $250,000, and their working force ranges from fifty to seventy-five men. After a fire which

swept the main buildings of the tannery in 1875, the same were rebuilt on a more extensive and substantial scale, brick and iron structures taking the place of former frame buildings and being provided with the latest and best machinery and appliances. The tannery now covers an area of 300 x 250 feet, besides 200 x 150 feet occupied by storehouses for bark.

Mr. Charles Wagner was married in Stockton, in 1867, to Miss Philipina Simon, born in Basenbach, Bavaria, in 1846, a daughter of Jacob and Katrina (Rothenbuch) Simon, now deceased, the mother in 1866, and the father in 1867, both well advanced in years.

Mr. and Mrs. Wagner have two children: Edward Charles, born November 24, 1869, has been educated in the public schools and at a business college, and at the age of eighteen began to learn his father's business; Bertha Emily, born July 23, 1873, has also received a good education, and both are living with their parents.

Mr. Wagner is a member of Stockton Lodge, No. 11, I. O. O. F., and of the Stockton Turn-Verein, of which he is a trustee, having at different terms been president of that society. He is an advanced liberal in his views and a progressive man in all the realms of thought.

F. M. ELLIS, farmer of Castoria Township, was born in West Virginia, in 1834. He removed to Wisconsin when a lad of thirteen, and in 1864 he came to California. He left Wisconsin, with a train of 100 people, May 2, 1864, and reached Stockton September 19, 1864. He rented from 600 to 1,000 acres of land in Castoria Township, which he farmed until 1886, when he purchased the ranch on which he now resides. In contains 117 acres, situated seven miles from Stockton, on the Durham Ferry road, which is devoted to the raising of grain.

He was married to Miss Mary Graves, who was born in 1834, daughter of H. B. Graves, and died in June, 1872, leaving one son, John H. In September, 1875, he was married to Miss Mary A. Martin, a native of Wisconsin, born in 1836. Mr. Ellis is a member of the G. A. R.

AMASA ALLEN GUERNSEY, a farmer of Elliott Township, was born in Windham County, Vermont, October 15, 1806, son of Amasa and Mary E. Guernsey. He finished his education at the academy at Gouverneur, New York, which he attended three years, studying all the higher branches, including Greek and Latin. Being inclined to the ministry, he accepted the position of pastor of the Baptist church at Fowler, New York, where he organized the church and preached for six years as missionary there and in other places. He then went to Ann Arbor, Michigan, where he was pastor of the church there for two years. On occasions he preached in Detroit, Michigan. He next went to Strongville, Ohio, where he remained four years. During that time he was pastor of the church there, increasing the membership from eighteen to 150 members in good standing. He went to Wisconsin, settling at Kenosha. While there he built the first church made of concrete in that State; it was 40 x 60 feet.

In 1853 he came to California, by water, landing in San Francisco, and going directly to Sacramento. From there he went to Petaluma, where he was engaged in teaching school in Sonoma County, also preaching, but his eyes failed him and he had to resign. He was the organizer of a church there and of one in Blucher valley, where he remained for five years. In 1858 he came to this county and bought a ranch, consisting of a half section of land. Mr. Guernsey has been married four times. His first wife was Miss Lydia Holebrook, a native of Gouverneur, New York, who died in 1857. They had four children, namely: Susan K., Julia H., Cornelia D. and Amasa A., Jr. His

second wife was Frances L. Buckner, a native of Virginia, who died December 20, 1867. He was then united to Lucinda Moore, a native of Illinois, who died July 20, 1876. His present wife is Mary R. Stowe, a native of Geneva, New York.

FRANCIS A. MILLNER, merchant and Postmaster of Elliott, is the son of James, a pioneer of 1849, and Bertha (Prendergast) Millner; the father a native of England, and his mother of Newfoundland. They had a family of seven children, all of whom are in California; J. F., who resides in Mono County, is in the mercantile business, and George is engaged in mining at West Point. The subject of this sketch is a native of Prince Edward's Island. When he was three years of age he was taken to South America, where he remained four months, thence to the Cape of Good Hope, where they stayed six months, thence to New Zealand. He stayed there ten years, then came to California. He was employed as a clerk in a mercantile establishment in San Francisco from boyhood until he went into business for himself in Elliott, where he owns the store and two acres of land. He handles a large stock of goods and does an extensive business. Being an upright business man, he is liked by all. He is one of the most prosperous and energetic merchants in San Joaquin County. His aged mother makes her home with him.

D. NEVIN, farmer of O'Neil Township, was born in Pickaway County, Ohio, July 29, 1834, son of Alexander and Sarah Nevin; the father a native of Alleghany County, Pennsylvania, born November 1, 1805, and died in Lodi, California, April 4, 1884; the mother was born in Ohio, in 1813. His parents removed to Fulton County, Illinois, when he was but a small boy, later to Lynn County, Iowa. When he was twenty-eight years of age they started across the plains to California. They found the journey a very long and tiresome one, but at last arrived in Stockton, where the subject of this sketch was two years engaged in the harness-making business. He then purchased a farm in San Joaquin County, which he farmed for about sixteen years, then came to the place where he now resides. The ranch contains 172 acres, situated about four and a half miles from Stockton. The principal product of the farm is wheat.

Mr. Nevin was married to Miss Mary C. Keagle, who was born in Centre County, Pennsylvania, February, 1836. She has three brothers and two sisters residing in California, namely: John L. Keagle, farmer in San Joaquin County; Alfred, farmer, Sacramento County; Charles H. Keagle, city of Stockton; Mrs. C. T. Elliott, of Lodi; Mrs. H. Timis, of Lodi.

Mrs. and Mrs. Nevin have six children: Edwin A., born July 21, 1858; Wilbur H., July 24, 1860; Lena M., November 28, 1863; Eugene H., March 24, 1867; Frank L., December 8, 1869; and Herbert W., November 7, 1872.

JAMES G. NOLAN was born in Ireland, December 22, 1828, son of Michael and Bridget (Russell) Nolan. In their family there were eight children, of whom two sons and two daughters came to the United States, namely: Mrs. Mary Coleman, resident in Sonoma County, California: Mrs. Annie Crowley, of Anderson, Indiana; Michael and James G. In 1857 James G. and his brother Michael sailed from Liverpool, March 1, on Sunday morning, on the sailing vessel the William Tapscot, belonging to the Tapscot line of vessels. After a rough voyage of over forty days they landed in New York April 13. The two brothers separated in Pennsylvania, James coming to California, and leaving his brother there; nothing has ever been heard of him since.

James got employment under the Govern-

ment at St. Louis, and took charge of a band of cattle at Fort Leavenworth; after that he got a team of four mules and drove them across the plains to Salt Lake, where they turned them out for the winter. Mr. Nolan was discharged from service at Fort Bridger, and the next fall joined a party on their way to California, taking the southern route and landing in San Bernardino, in 1858. At Cucamonga, in that county, he hired out to a man and built for him the first house that a white man ever lived in in that place. After remaining there two months he and a partner named John Dunn started out to beat their way north. At French Camp they dissolved partnership and divided their purse of twenty-five dollars, after which Dunn was seen no more. James came to Stockton and got employment on a ranch, where he received $25 dollars a month; he remained there over two years. He purchased the place he now lives on in 1862; at the time the whole country was under water, the flood being then at its height. He has been a continuous resident there ever since.

He was married, November 2, 1862, to Miss Kate Burns, a native of Ireland, who came to America, landing in New York, in May, 1854. She came to California October 9, 1861. Mr. Nolan is a Democrat, politically. His first vote was cast for Lincoln in 1864.

THOMAS WILLIAM HUMMEL, a book and job printer of Stockton, was born in this city, November 2, 1862, a son of John and Mary Hummel, both living in 1890, aged respectively sixty-three and sixty-one. The father, a native of Germany, after some years' residence in the Eastern States, came to California in 1849, and was married here. The subject of this sketch received a full course in the public schools of this city and began to learn the art of printing at the age of sixteen in the office of the *Independent*. At the age of twenty he began to work as a journeyman here and afterward in San Francisco, earning from $2 to $3.50 a day. In 1884 he bought a half interest in the Stockton *Commercial Record*, and remained with it two and one half years. In 1886 he sold out his interest and started his present business at 363 Hunter street, where he has an excellent modern equipment for first-class work in his line, his office being fitted up with a view of turning out as nice work as any on the coast, from a visiting card to a three-sheet poster, or a two-hundred-page book. He also does book binding in all its branches. Mr. Hummel was married in Oakland in 1885 to Miss Nellie Pope, born in this county, in 1867, a daughter of T. J. and Mourning (West) Pope,—her father a well-known rancher of this county; she has two brothers, James and Grant, who are also ranchers near Lodi, and are both married. She has three married sisters: Lena, now Mrs. J. Smith of Oakland; Maggie, the wife of H. J. Strother, a rancher near Atlanta; Eliza, the wife of William Ridley, a rancher, also of this county. She has two unmarried sisters, Lillie and Katie, living with their mother in Oakland; also another sister, Carrie, the wife of Fred Smidt, a business man of Portland, Oregon. Mrs. Hummel is a member of the Rebekah Lodge, I. O. O. F. of this city. Mr. and Mrs. Hummel own a comfortable home in this city. Mr. Hummel is Deputy Grand Master for District No. 7, I. O. O. F., and a member of Parker Encampment, No. 3, and Charity Lodge, 46, I. O. O. F. He is also a member of Stockton Parlor, No. 7, N. S. G. W., and of Court San Joaquin, No. 2,786, A. O. F.

HAMILTON J. KEEN, rancher, was born in Eastport, Maine, December 25, 1825, his parents being Jonas, a mechanic by trade, and Maria (Warren) Keen, both natives of Maine. They had four children — three sons and one daughter. When the subject of

this sketch was about four years old his mother died. He remained with his father until he was seventeen years old, during which time he worked a few years at the carpenter trade, with his father. In 1843 he went to Boston, where he remained six years working at his trade. In the spring of 1849 he took passage on the sailing vessel Susan Jane, bound for San Francisco, via Cape Horn. It was a merchant vessel, heavily loaded with lumber. There were twelve passengers on board, all men. It took five months and eleven days to make this voyage. They encountered a gale, in which they came very nearly being shipwrecked upon the rocks of the Falkland Islands; otherwise the voyage was pleasant until they arrived at San Francisco, October 11, 1849. He remained there until March 1, engaged at his trade. He then went to Sacramento and worked there at his trade for four weeks. On the 1st of April he went into the mines at a place called Horse Shoe Bar, on the American river, thence to Yankee Jim's, in 1852. In the summer of 1852 he worked at Big Bar, on the middle fork of the American river, where he and five others put in a flume of 11,000 feet, and lost money by the operation. In 1855 he went to Oroville, on the Feather river, where he was married in February, 1858. He left there during the same year and went to a place called Smartsville. In the spring of 1859 he gave up mining and came to this valley, where he has since made his home, giving his attention to farming. He bought a squatter's claim to 160 acres in what is now known as Liberty Township. In 1864 he gave up the first claim, and purchased the place where he now lives, of the same man, Levi Allen. It is situated in section 25. He owns about 800 acres, all cultivated land, under the best of improvements; he has paid as high as $80 an acre for some of the land; has superintended the working of it himself, and through his own industry and business ability has placed himself in the list of our most successful farmers. Politically Mr. Keen has been a consistent and valuable member of the Republican party ever since he has been in this State. He is a member of the U. B. Church, having joined it at Woodbridge sixteen years ago.

His wife, whose maiden name was Martha A. Ware, is a native of Virginia, having moved with her parents to St. Louis, where her parents died, leaving the family to the care of their uncle, P. G. Camden, Mayor of the city of St. Louis. She afterward accompanied her married sister across the plains, arriving in California in 1853.

Their family consists of three children, viz.: Walter H., Camden W. and Amy. They have lost one daughter, Ida, who died at the age of eleven months. Their first son, Walter, is engaged in the manufacture of combined harvesters. The second son, Camden, is a graduate of the San Joaquin Valley College at Woodbridge, California, and is now a law student in the university at Ann Arbor, Michigan.

Their daughter, Amy, is a student at the San Joaquin Valley College at Woodbridge, California.

P. CHAGAL, proprietor of the Union Restaurant, Stockton, is a native of Austria, born eighteen miles from Ragusa, February 12, 1859, his parents being Peter and Lucy (Croll) Chagal, the father a trader, farmer and land owner. He spent his boyhood days in his native country, and on the 10th of September, 1875, he left there for America. On the 28th of October, 1875, he arrived at San Francisco and has been a resident of this State ever since. He worked six years with N. P. Milloglav, corner of Pacific and Battery streets, to December 10, 1881, then started in the restaurant business for himself, corner of Sixth and Broadway, Oakland. His next venture was Nick's Oyster House and Bakery on Seventh street between Washington and Broadway streets, in 1884. He next removed to San Francisco and opened a restaurant on Kearny street. There he remained until September 15, 1885, when

he came to Stockton and opened the Union Restaurant, under the Commercial Hotel. June 15, 1887, he removed the Union Restaurant to its present location at No. 263 Main street, where he has always done a prosperous business. Having acquired property on the Copperopolis road, two miles from Stockton, he put up handsome and substantial improvements in 1889, and opened a home for public entertainment, which, under the name of "Nick's Popular Resort" has already acquired a high degree of popularity.

Mr. Chagal was married in this city, September 11, 1884, to Miss Mary Endich, a native of Stockton. Mr. Chagal is a member of the Y. M. I., No. 5, and of the Austrian Protective Society, San Francisco, and Company B, Emmet Guard, National Guard of California, of Stockton. He has taken an active interest in every movement calculated to advance the welfare of Stockton. He has enjoyed almost a monopoly of the base-ball patronage since Stockton has had a professional club, and when the club of this city won the championship in 1888, he gave the boys and their friends an elegant champagne banquet. April 1, 1890, he removed to 475 Seventh street, Oakland.

AUGUST MUENTER, a lawyer of Stockton, was born at Carolinensiel, Hanover, Germany, March 8, 1835, a son of William and Frederika Wilhelmina (Maurer) Muenter. The father came to California in 1849, and sent for his family, consisting of his wife, two daughters and the subject of this sketch, but died in San Francisco, October 30, 1850, at the age of forty-five. The family left home for California a few days before his death, and were five and one-half months on the voyage, per brig Reform, from Bremen, around Cape Horn, arriving in San Francisco, April 5, 1851. The mother died in Stockton on January 1, 1880, aged seventy-five years.

The subject of this sketch came to Stockton in May, 1851, and was engaged in mercantile life until the age of thirty-four. He was elected County Clerk in 1869 for one term of two years, and had read law as opportunity offered for some time previously, as well as during and after his term of office, and was admitted to the bar in April, 1874. He was in partnership with Judge Baldwin from March, 1875, to March, 1877, under the style of Baldwin & Muenter, and with J. C. Campbell from 1881 to 1883, as Campbell & Muenter. At all other times since his admission to the bar he has practiced alone.

He was married in Stockton in 1861 to his cousin, Miss Antoinette Maurer, a daughter of Henry and Frederika (Hildenbrock) Maurer, who came to America in old age and settled in Iowa, where they died, the father aged seventy-six and the mother seventy-four years. Mr. and Mrs. Muenter are the parents of two children: August E., born December 17, 1866, was graduated from the law department of the University of Michigan, in Ann Arbor, June 28, 1888, and was admitted to practice as an attorney at law by the Supreme Court of California, September 1, 1888. Being the owner of a large tract of land, and his health requiring out-door exercise, he has abandoned the profession of law, and will devote himself to farming, his lands. The second child of Mr. and Mrs. Muenter is Antoinette B., born November 30, 1877, and is attending the public schools in Stockton. On February 26, 1889, at Stockton, Mr. and Mrs. Muenter lost their oldest son, Henry L., being at the time of his death nearly twenty-seven years old. Henry L. had studied medicine in San Francisco, Philadelphia, New York, Berlin, Munich and Vienna; graduated as an M. D. at the medical department of the University of California, in November, 1882, and from Jefferson Medical College in Philadelphia, in March, 1884; and in March, 1887, after a thorough competitive examination, and upon his diploma from the University of California, was selected and appointed as one of the volunteer physicians in the university clinic for women at Munich, Germany, which position he



Thos Balding

seems to have filled honorably and satisfactorily, according to the testimonials given him by the director of the clinic. At the time of his death he was engaged in the practice of his profession at Stockton.

CHARLES BELDING.—Prominent among the old-time Californians now actively engaged in business pursuits in Stockton, stands this gentleman, a native of Hampshire County, Massachusetts. He was born July 12, 1831, his parents being Joshua and Rosetta (Cooley) Belding. His father was at different times a merchant and a farmer, and both parents were born in Massachusetts. They moved to Luzerne County, Pennsylvania, locating in the Wyoming Valley when Charles lacked about two months of being six years of age. At the age of sixteen years he went to Mauch Chunk, to enter the service of Asa Packer, the great coal and iron magnate, continuing in his employ about three years. Early in 1852 he left New York for California, embarking on the steamer Daniel Webster, crossing the Isthmus by the Nicaragua route from San Juan del Norte to San Juan del Sur, and thence on the steamer Independence to San Francisco, arriving February 24, 1852. The next day he stepped off the deck of the Kate Kearny at the Stockton wharf on his way to the mines. After a few months' experience there he went to Tuolumne County, and was at Hawkins' Bar and Oak Springs, until August. For several months he sold vegetables for a farmer, making two or three trips a week to the mining camps, on each of which he would sell a load covering the bottom of a lumber wagon for $60 or $70. Coming to Stockton, he entered the employ of Lippincott & Vaughn, who had started in the business of soda-water manufacturing in July, 1852. The firm of Chase & Co., the first to get started in this line, had commenced business two or three months before, but Lippincott & Vaughn would have started even prior to that had not their machinery been unduly delayed in its voyage around Cape Horn. Mr. Belding remained with that firm much of the time until the spring of 1855; then John B. Vaughn, a younger brother of one of the firm and Mr. Belding bought out a soda-water factory at Murphy's, and there carried on the business. In October, 1856, Mr. Belding sold out and went East. He returned to Stockton in April of the following year, and bought an interest in the business of his old employers, the firm then becoming Lippincott & Belding. This partnership continued until December, 1870, when Mr. Belding bought out Mr. Lippincott and has since that time carried on the business alone. Since 1863 he has also conducted the business of manufacturing soda water at Marysville.

Notwithstanding his large interests in this line, however, Mr. Belding classifies himself as a farmer, and in that direction he has indeed extensive investments. In his two ranches, located in San Joaquin and Butte counties, he has 1,700 acres of splendid valley land, and both places are kept up to the highest standard. They are devoted to wheat as a principal crop, and also to live-stock, in which line he now has about 100 head of horses and colts, all reared by him. They are roadsters of Hambletonian stock and farm horses from Clydesdale and Woodworth stock. He gives his personal attention to the management of his ranches, and has been uniformly successful in making them profitable. His farm books are as carefully kept as those of any business house, and with him farming is no chance affair.

He belongs to San Joaquin Lodge, F. & A. M., and is a member of the Protestant Episcopal Church. He is a Republican politically, and takes a lively interest in affairs of a public nature. In 1878–'79 he was Mayor of Stockton, and for nine years was Public Administrator of this county; has also been member of the City Council, City Assessor, School Trustee, Trustee of the City Library, etc. He is a man of strict business habits, and holds the highest reputation for honorable and considerate methods.

He was married in Calaveras County, April 28, 1859, to Miss Josephine L. Latimer, a native of Michigan, who came to California in 1852, via Nicaragua. Her parents, Daniel and Bethsheba Latimer, both died in this county. Her father for several years carried on an extensive mercantile business at North Branch. Mr. and Mrs. Belding have four children: Walter L.; Juliet, wife of Ralph E. Lane; Laura L., wife of Berkeley W. Moore, and Herbert C.

Mr. Belding's life affords a lesson that should have its effect. He made his own start in the world, and by strictly honorable means achieved success in a degree of which any man might be proud.

JOHN KOHLMOOS, proprietor of the Independent Restaurant, Stockton, is a native of Germany, born near Verden, Hanover, April 8, 1830, his parents being John and Matta Adelina (Clausen) Kohlmoos, the latter a sister of the great New York brewer, H. Clausen. John Kohlmoos, the subject of this sketch, was reared at his native place, and between the ages of six and fourteen received his education. After that he followed wheelwrighting two years, but in 1849 he left his native country and emigrated to America, sailing from Bremen to New York on the barque Caroline. He engaged as clerk with his uncle on the corner of Broome and Forsythe streets. Six months later he was stricken with the cholera and was soon so low with the disease that the doctor gave up hope of saving him. He engaged another physician who pulled him through all right. He remained in New York city until October 5, 1852, when he started for California, taking the steamer Georgia to Aspinwall, thence by rail to Georgia, and from there to Panama by mule-back. He resumed his sea-voyage a couple of days later on the steamer Winfield Scott, landing at San Francisco, November 9, 1852. After about two days he proceeded to Stockton on the steamer Golden Eagle. He had a friend in Stockton, and together they proceeded on Mexican mustangs to Mokelumne Hill. When Mr. Kohlmoos commenced mining there he had two twenty-dollar gold pieces, and when they were gone he quit. He had been working on Chili Gulch, between Mokelumne Hill and San Andreas, and when he found the work there so unprofitable, he went on foot to Mokelumne Hill. The proprietor of a grocery store took him part of the way in a wagon. When within ten miles of this city he stopped to see a man who had come out with him and who had a ranch of 160 acres there. He offered Mr. Kohlmoos work at $40 per month and the latter accepted it. He had been working there about two months when he received a call from the grocer who had transported him from Mokelumne Hill. After a conversation, Mr. Kohlmoos went with him as far as Mokelumne Hill and was given a situation as clerk in the latter's store at Middle Bar. He remained there a year and then went to San Francisco, having saved up $600 in gold dust from his earnings. He got a situation in an establishment on the corner of Sacramento and Kearny streets, but after a few months was offered a better situation on the corner of Sansom and Pine streets. He accepted the offer and remained at his new place about seven months. His employer then stocked a store on the corner of Pacific and Taylor streets and put Mr. Kohlmoos in as manager and partner. That was in 1854. About six months after starting in business, he removed to the corner of Broadway and Dupont streets, where he carried on business successfully until 1860. He then embarked in the commission business at 505 Washington street, near Sansome, there being only a thin wooden partition between his place and the Auction Lunch, kept by Flood & O'Brien, the future bonanza kings. He did a successful business there until 1868, when he was stricken with typhoid fever. During his illness he made up his mind that if he recovered he would go back to Europe and see his old home once more, and informed his wife of his intentions. He recovered after six weeks and

then made ready for the trip. April 1, 1868, Mr. Kohlmoos and wife with their three children, accompanied by Mr. Koklmoos' youngest brother, left San Francisco on the steamer Golden Age. They arrived at New York in safety, and after a couple of weeks proceeded on their ocean voyage to Bremen, where they arrived May 14, 1868. Mr. Kohlmoos had been gone twenty years and his meeting with the folks at home, including his father and mother (both of whom were then living) was most affecting. Mr. Kohlmoos has had a large oil painting made, commemorating the event, which hangs in his residence in San Francisco. It represents him approaching the door of his old home and birthplace, where stand his parents, relatives and friends to receive him. It is an interesting and artistically made picture. He traveled throughout Europe for pleasure and recreation, and his stay was prolonged to two years and a half on account of the Franco-Prussian war. His visit home, however, was marred by one sad event, the death of his mother, which occurred while he was there. Mr. Kohlmoos and family left Bremen for the return trip to America in 1870, proceeding to New York, where they remained two weeks. They then came to San Francisco by rail, the great Pacific railroad having been completed during their absence. They arrived at the metropolis of the Pacific coast in November, 1870, and two weeks later Mr. Kohlmoos started in business as proprietor of the old Metropolitan Restaurant, No. 156 Second street, near Howard, in which venture he was very successful. When he sold out there, in 1879, he was worth between $50,000 and $60,000. He then went to Alameda, bought a lot on Railroad avenue near Second street, and built the Kohlmoos Hotel, one of the finest houses put up in the State outside of San Francisco. He conducted the establishment at a heavy loss for four years, and finding it would not go turned over every dollar he had in the world to his creditors, not even keeping a homestead. He came to Stockton to take charge of the Independent Restaurant (which had been run down) on a salary, with the privilege of buying. He concluded to buy, finding that a first-class restaurant would pay in Stockton, and in nine months paid the price agreed upon, $2,800, and had in the meantime put in improvements to the amount of $2,000. His great experience in this line of business, coupled with his tact and skill, have made the Independent Restaurant a success. It has the patronage of the best people, who had long felt the want of such an establishment, under the personal care of such a man as Mr. Kohlmoos, in this city.

Mr. Kohlmoos was married in San Francisco in 1856, to Miss Elizabeth Oster. They have six children living, viz.: Elizabeth, wife of Constant Meese, a member of one of the large manufacturing firms of San Francisco, born December 4, 1859; Herman C., born September 2, 1863, with William Wolff & Co., San Francisco; John, born July 26, 1872; Emma, born August 2, 1876; Oleta, born June 15, 1878; and Willer, June 13, 1882. They have lost four sons and two daughters by death.

Mr. Kohlmoos is Past Grand of Harmony Lodge, No. 13, I. O. O. F.

NATHANIEL A. KNIGHT was born in Caledonia County, Vermont, March 4, 1827, son of Nathaniel and Sarah (Laughlin) Knight. Grandfather Laughlin was a Scotchman by descent, but made his home in Ireland. He was a Lieutenant in the rebellion of the Irish people against the British Government in 1794. There was a standing reward of £1,000 offered for his head by the British Government. He was in hiding for nine months before he was able to escape to America. He settled in Caledonia County, Vermont, where he made his home for the remainder of his life. Grandfather Knight was of English descent, but was born in America. When about twenty-two years old he left his native State, New Hampshire, for Ohio, where he

taught school for two or three years; later he settled in Vermont, where he remained until his death.

Nathaniel, the subject of this sketch, remained in Caledonia County, Vermont, till he was past twenty-four years old. His father was a farmer, and raised all his children on a farm, except one, Andrew L. Knight, who at the age of seventeen left the farm and became involved in business in Boston, and for the past fifteen years has been engaged as solicitor for the Boston & Maine Railroad, with which company he has been since the close of the war. When Nathaniel was about seventeen years old he began to work out by the month, which he continued for seven years, giving his earnings till he was twenty-one years old to help support the family, which consisted of thirteen children, eight sons and five daughters, of whom two sons have since died. Having laid by a little over $300, earned since his majority, October 15, 1851, he started for California via Nicaragua, by steamer, landing in San Francisco on Sunday, November 20, at 9 A. M. After remaining in San Francisco two or three days, he went to Sacramento, where he and twenty-four others hired a team, paying $50, to take them to Hangtown. The wagon carried the baggage, and the men walked most of the way. They arrived in Hangtown after a journey of two days, where they bought tools and went prospecting and mining. May 8 of the following year he and his brother Henry, now of Los Angeles County, who came to this State with him, went to Marysville, thence to Bidwell's Bar, on Feather river, and went up the river about thirty-five miles, prospecting. They worked their way down to Big Oregon Bar, on the north fork of the American river, where they worked till about the middle of October; then they worked at a place called Paradise, on the divide between the north and middle forks of the American river, till about January 15. They then returned to Placerville (formerly called Hangtown), where he remained about two years. He next went to Diamond Spring, fenced a plat of land, and went to gardening and fruit-raising, expending about $600 for trees and vines. He was married in the fall of 1858, to Miss Martha Jane Fuqua, resident of Diamond Spring, a native of Missouri, who has resided in California since 1854.

In 1860 Mr. Knight came to this valley and settled on the place where F. M. Fuqua now lives. At the end of a year he sold his right there and purchased 160 acres, situated just west of his present residence, and which forms a part of his land. His present estate consists of 314 acres, on the north bank of the Mokelumne river, in sections 35 and 36, Liberty Township. Most of it is under cultivation, there being about ninety acres on the river that is timber and pasture land. In his farming industry he has, by judicious cultivation, been successful. His crops have never been a failure; the lowest he has raised is ten bushels to an acre, and the highest fifty-six bushels to an acre, this latter for one year only.

Politically he is a Republican. The first Presidential vote he cast was for Martin Van Buren, Free Soil ticket. Then he was a Whig, and later was one of six to organize the Republican club in El Dorado County, California, of which party he has ever since been a consistent member. He has been a member of the Baptist church since the fall of 1857, and is now Deacon in the church at Lodi.

Mr. and Mrs. Knight have five children, namely: Olive, wife of W. P. Stricker, resident of Berkeley; K. Loren, Viola, Ira D. and Lida.

EDWARD OULLAHAN, a liquor merchant of Stockton, was born in Dublin, Ireland, in the year 1834, a son of Robert and Mary Oullahan. His father, a civil engineer, as well as architect and contractor, was identified with some of the historic engineering works of Ireland, and was recognized throughout the United Kingdom as a very able specialist in his line.

The subject of this sketch left his native city, in company with his brother Denis J., for California in 1849, in a vessel in which they owned an interest, bringing as part of the cargo four large iron houses, which, however, proved an unprofitable venture, as they were not salable. Arriving in San Francisco, they located each 160 acres where South San Francisco now stands, and raised vegetables and stock. Edward Oullahan came to Stockton in 1853, and went to work with his brother, who had preceded him one year, in the freighting, commission and forwarding business. They did a large business in that line with the southern mines for some years.

Mr. Oullahan afterwards superintended and was interested as a partner in his brother's ranch of 1,000 acres on the Calaveras, near the Smith ranch, and about five miles from this city. About 1861 he went into the wholesale liquor business with Mr. McShane, under the firm name and style of McShane & Oullahan, and has been engaged in that line of business with little intermission ever since. Having become somewhat broken in health, chiefly through dyspepsia, he went to Ireland in 1868, arriving in Dublin the day after Christmas. He thought he was going home to die, having run down in weight to 116 pounds; but after a sojourn of eleven months he weighed 240 pounds, and returned to Stockton, by steamer to New York, and railroad to this city. His first trip out was around Cape Horn, or rather through the Straits of Magellan, and went back by the Panama route. On his return the partnership with McShane was dissolved, and his firm became Oullahan & Porter, which continued two or three years, then Oullahan & Co., in which his brother was interested. In 1884 Edward was elected City Collector and Harbor Commissioner, which he held one year, and at the expiration of his term of office he returned to his old business under the style of E. Oullahan, which continues unchanged to the present time.

Mr. Oullahan was married in Sacramento in 1870, to Miss Ada Callahan, a daughter of Daniel Callahan, proprietor of the Golden Eagle Hotel. She died in 1871, leaving an infant daughter, Kate, who was taken to Ireland at the age of three, by a sister of Mr. Oullahan, in the hope of saving her life, threatened by consumption. She died December 28, 1886.

Mr. Oullahan was again married in 1880, in Salt Lake City, to Miss Helena Gorlinski, daughter of Major Joseph Gorlinski, of that place. Mrs. Oullahan is quite prominent in social circles as a talented musician, vocal and instrumental.

Mr. Oullahan was Captain of the Emmett Guards, of this city, for a few years.

ALBERT LITCHFIELD, a farmer of Castoria Township, was born in Ohio, in 1825. He went to Illinois in 1837, where he remained until 1875, when he crossed the plains for California. He came with a train of horse teams; they came by team as far as they could, then packed their horses and walked the balance of the way. Arriving at Hangtown, he went to mining for a year. He then went to Shasta County and engaged in teaming. In 1851 he returned to the States, where he remained twenty-five years. He was there married to Delilah Doty, and came with his bride to California, where he purchased a ranch of 425 acres, situated twelve miles from Stockton, on the Durham road. Mr. and Mrs. Litchfield have five children, viz.: Chauncey, Emma, Winfield, Nellie, and Eva, the wife of G. W. Wetherbee, mentioned elsewhere in this volume.

LEWIS MORRISON CUTTING, of L. M. Cutting & Son, conveyancers, real-estate and insurance agents of Stockton, was born in Lowell, Massachusetts, September 1, 1831, a son of Lewis and Susan Julia (Morrison) Cutting. His father, born in Weston, Massachu-

setts, August 29, 1804, was a son of John and Cynthia (Warren) Cutting. John Cutting, born in Sudbury, Massachusetts, was a manufacturer of boots and shoes, and in the war of 1812, manufactured soldiers' knapsacks for the Government. After his marriage he lived in Weston, on the land inherited by his wife from her great-uncle, General Joseph Warren, who fell at Bunker Hill. Grandfather John Cutting was a deacon in the Congregational Church, but became a liberal in religion as are nearly all his direct descendants. He lived to be over eighty years. Great-great-grandfather John Morrison, an emigrant from Aberdeen, Scotland, in 1736, died in Londonderry, New Hampshire, at the remarkable age of 108 years. John Warren, the brother of General Joseph, died in 1806 at an advanced age; and two of his sisters, Anna and Lydia, are known to have reached the age of eighty-two. He was the sixth John and in the fifth generation from John Warren, who with his brothers Richard and Jonathan came to Plymouth on the Mayflower. The first John was settled for a time near Mount Auburn, but afterward established the homestead in Weston still owned by one of his descendants, Marshall Cutting, an uncle of the subject of this sketch.

Lewis Cutting, the father of L. M. Cutting, after receiving the usual district-school education, turned his attention to mechanical pursuits and soon became identified with the Hamilton Manufacturing Company of Lowell, Massachusetts, in 1829, retaining his connection with them in a responsible capacity for thirty years, meanwhile investing and utilizing many labor-saving devices. Among these the "Stop Motion," used in cotton spinning, proved to be one of the greatest inventions ever produced in that line. He came to California in 1858, and settled in San Francisco, where he established with his son Francis, the firm of Cutting & Co., and the Cutting Packing Co., becoming a pioneer in the canning industry of this State. He invented a machine for packing meat and a new method of soldering cans. He died August 26, 1889, leaving a widow, two sons and a daughter. Of a genial but retiring nature he disliked display, and "with charity to all and malice toward none," he occupied himself to the last with the fulfillment of his duties as a business man and good citizen, enjoying the respect and confidence of all who knew him.

L. M. Cutting, the subject of this sketch, left his native city of Lowell, Massachusetts, December 25, 1851, for California. He sailed from New York city January 4, 1852, on the steamer Ohio, and arrived in San Francisco by the Panama route early in February, 1852. His first employment was in a restaurant at $100 a month and found. He remained in that city a few months and then went to the "southern mines," in Tuolumne and Mariposa counties, by way of Stockton. In 1853 he returned to this city and became a clerk in the old hardware house of Paige & Webster, which was then the leading house in that line, remaining in their employ until 1857. He was then placed in charge of the Stanislaus Flouring Mills, at Knight's Ferry. In 1858 he returned to his old place with Paige & Webster, and in 1859 went to work for a hardware firm in this city. On the first of August, 1860, he went to work for the late Captain C. M. Weber, who owned the great Campo Franceses, upon which Stockton is located taking the charge and the management of his business. In August, 1870, he purchased the stock of the Ames Plow Company, and the hardware stock of Joshua Webster, in an adjoining building, and carried on both lines of business through clerks, under his personal oversight, until January, 1876, when he was compelled to go into bankruptcy through the stringency of the times. The bank of California had failed in August, 1875, and many substantial firms, including almost all the hardware dealers on this coast, were forced into bankruptcy. Mr. Cutting lost the earnings of twenty-five years of an active and industrious life, amounting to perhaps $70,000. He still remained in the real-estate and insurance business, and took his son Francis into partnership in July, 1887, and relinquished his charge of

the Weber estate in August of that year. Mr. Cutting is president of the Citizens' Gas Well Company, a member of the Board of Education, Secretary and one of the Trustees of the Rural Cemetery Association, and was formerly a member of the Board of Directors of the State Insane Asylum. He has been a Mason for over thirty years, and has taken the thirty-second degree; he also belongs to the Knights of Honor, the Knights of Pythias, the Odd Fellows, the Patriotic Order of the Sons of America, the Sons of Liberty, and did belong to the old Union Guards. Mr. L. M. Cutting was married July 1, 1857, to Miss Catherine Sophia Howland, born in Woodstock, Vermont, October 17, 1830, a daughter of John and Maria (Snow) Howland. Her grandfather, James Howland, lived to be ninety-eight and his wife ninety-six. Mr. and Mrs. Cutting are the parents of four living children, all born in Stockton: Lewis Howland, August 1, 1858, educated in the public schools, and brought up in the insurance business in San Francisco, is engaged in Stockton in 1890 as an insurance broker; Grace Julia, born in 1860, is a teacher in Stockton since 1887; Francis, born February 15, 1866, was graduated from the high school in this city, has worked in his father's office since leaving school, and was taken into partnership by him in July, 1887. He was married March 28, 1888, to Miss Helen L. Henderson, born in Stockton June 5, 1867, and has one boy, Lewis Milton, born February 3, 1889; Maria Snow, born in 1868, is finishing her education in Field's Seminary, Oakland, in 1890.

WILLIAM CARTER was born in Hancock County, Kentucky, December 25, 1825, his parents being Moses Davis and Ann (Thorp) Carter, the former a native of Virginia, and the latter of North Carolina. When our subject was about a year and a half old, his mother having died at that time, he was taken to Caldwell County, where he was raised by his grandmother, his mother's mother. His father, when William was a small boy, moved to Missouri and settled in Clark County, where he lived till his death in 1851. In 1848 or '49 our subject went to Missouri, where he remained until the fall of 1852. He stayed in Clark County until 1853, when he started for California. The trip was made across the plains with ox teams, the party consisting of Mr. Carter, his wife and one child, together with Mrs. Carter's father, George M. Carlock, his wife and family. They arrived in Placerville after a journey of four and a half months. Directly they went to Kelsey, El Dorado County, where Mr. Carter engaged in mining that winter. In the spring of 1854 he moved to Cañon creek, where he worked in a saw-mill through the summer. He then moved upon a ranch two miles from Georgetown and farmed it two years, then sold it, and commenced mining again at the head of Irish creek, which occupation he carried on till he came to this valley in 1860. He first bought a man's claim of three eighty-acre tracts, all adjoining. He then filed a pre-emption on 160 acres of it and the other eighty he let lay until the railroad came through here and they took possession of it, and Mr. Carter afterward bought it; he now owns altogether 240 acres. It was all wild land. The land is now under the best of improvements, all of which points to the energy and thrift of its owner.

Mr. Carter has been a member of the Masonic fraternity since 1851, and of the Christian Church since about 1866, of which church he is a devoted member and has served as Deacon for more than fifteen years. Politically he has never taken any active part. As he says, he thinks it a man's duty to vote and pay his taxes, which he has every year done, except when crossing the plains. He has voted the Democratic ticket always. He has served the people of Liberty Township as Justice of the Peace for two years in a most creditable manner.

Mr. Carter was married in Clark County, Missouri, February 5, 1852, to Miss Elizabeth Carlock, a native of Darke County, Ohio, where

she was born September 15, 1834. Their family consists of nine children, two sons and seven daughters, as follows: Martha Ann, Mary Frances, Margaret Drucilla, Sarah Elizabeth, William Edward, Emma Lee, Carrie Agnes, Myrtie Estella and Albert Baker.

LILLIA MILLER LOMAX, M. D., of Stockton, was born in Delhi, Ontario, April 10, 1858, a daughter of Joseph A. and Eliza (McClellan) Miller, both natives of Canada, but residents of California since 1875. Her father, born in 1829, became a physician of the old school; her mother, born in 1838, is a resident of Stockton. Grandfather William McClellan, became a Baptist minister, was pastor of a church in Delhi twelve years, and died in Norwich, Canada, in 1868, at the age of fifty-six years. Grandmother Mary (Cudney) McClellan lived to be seventy-five, dying in 1887. Grandfather Cudney, English by birth, was married to a Miss Grant, a native of the United States. Grandmother Mary Miller lived to be seventy-nine. The children of Joseph A. and Eliza Miller are: (1) the subject of this sketch. (2) Herschel B., born in Norwich, Canada, January 31, 1860, educated in the local schools, came to California in 1875, studied for some time in the State University at Berkeley, taught school in Oakland, read law in the offices of J. Campbell and Judge Baldwin for a while, then entered the office of a railroad president in San Francisco as a secretary. He continued his legal studies in spare hours, and entered the Hastings Law College of that city, and was admitted to the bar in 1887. He was married in Oakland, in 1887, to Miss Aggie Martin, born in Milton, Canada, about 1863. (3) Leila Ada, born in Galt, Canada, in 1865, was graduated at the Oakland high school and has learned stenography and type-writing, and is now employed as stenographer in the office of George Seybolt, United States Mail Inspector, at San Francisco. (4) William Gustavus Adolphus, born in 1868, is also a stenographer. (5) Mary Eva Burdett, born December 15, 1871, is attending the Stockton high school.

The subject of this sketch was educated in the public schools, graduated from the high school, and was married in Calistoga, California, in 1876, to E. L. Lomax, born in Ohio, in 1844, a son of Mr. and Mrs. William Lomax, and was divorced from him in the Oakland courts in 1879, being granted the custody of their two children, both born in San Leandro: Ada Burdette, December 21, 1876, and William Benoni, born July 4, 1878. Mrs. Lomax studied medicine from 1878 to 1881, and was graduated at the California Eclectic Medical College April 28, 1881, and came to Stockton in August of that year. She has built up a lucrative practice, making a specialty of the treatment of women and children, an important field of labor, in which she has been eminently successful.

C. A. CAMPBELL, the popular incumbent of the City Clerk's office of Stockton, is a native of Indiana, born twenty miles from Logansport, March 13, 1838, his parents being George and Rachel (Bilderbeck) Campbell. When he was but an infant the family removed to Grant County, Wisconsin, settling near Potosi. They afterward removed to Shullsburg, Lafayette County, and there the subject of this sketch made his first start in life, clerking in a store. In 1858 he joined the rush being made in that year for California, and made the trip via Panama, on the steamers Star of the West and Golden Gate, which carried respectively 700 and 1,200 passengers. He arrived at San Francisco November 15, 1858, and two days later was in Stockton, where he met his brother, John A. Campbell, who lived on the sand plains twelve miles from Stockton, where he had located in 1851 and where he was farming in partnership with P. G. Sharp. Our subject went to work for them, and when their partnership was dissolved he continued in the employ of Mr.

Sharp. After remaining with him six years, farming, threshing, and teaming over the mountains, he took up a place on the Mariposa road sixteen miles from Stockton, where he resided until 1872, when he moved into town. He was then book-keeper for Sperry & Co. until 1882, and next entered into partnership with L. H. Lang in the operation of the Hunter street barley mills; that partnership was dissolved in 1885, and from May, that year, until the next January he was in Tulare County. He then returned to Stockton. At the election held on the first Monday in May, 1886, he was elected City Clerk, and has twice been re-elected; his present term holds until May, 1891.

Mr. Campbell was married in this county, November 27, 1867, to Miss Sarah E. Awalt, a native of Iowa. They have nine children, viz.: Frederick, Clara May, Thomas, Lottie, Sadie, Chester, Kittie, Ralph and Roy.

Mr. Campbell has passed the chairs of Stockton Lodge, No. 11, I. O. O. F., and of Parker Encampment, No. 3, and he and his wife are members of the Rebekah Degree Lodge. He has been Recorder of Stockton Lodge, No. 23, A. O. U. W., since 1886, and for the same length of time has been Chief of Records of Iroquois Tribe, No. 35, I. O. R. M. He is also a member of Centennial Lodge, No. 38, K. of P.

Mr. Campbell is a careful, painstaking and obliging officer, and enjoys a high degree of popularity both in city and county.

CHARLES HUNTING is a native of Iowa, where he was born, in Jackson County, November 14, 1849, his parents being Charles W. and Caroline (Edwards) Hunting, the former a native of Vermont, and the latter of North Carolina. Charles W. Hunting moved from Vermont to Illinois, thence to Iowa, where he was married to Caroline Edwards, his first wife. She died in 1859, the mother of six children, of whom three are now living: L. C., Charles and Simeon, all residents of San Joaquin County. Those dead are Olive and Laura and one who died in infancy. In 1863 the family came to California and located in this county in Liberty Township, where they have since resided. Mr. Hunting was married to his second wife in Iowa before coming to California. Her name was Sarah Jane Brady; she is the mother of six children, four of whom are deceased. The two living are: Mary Jane and Nancy A.

Charles Hunting made his home with his parents till he was eighteen years of age, since which time he has made his own way in the world. He has been engaged in farming for himself for about twenty-one years. The first land he bought was in 1874, consisting of 160 acres on the line between Liberty and Elliott townships. He has about 400 acres in section sixteen, just across the road on the south, all of which is devoted to general farming and stock-raising.

Mr. Hunting has been a member of the Odd Fellows since 1883, belonging to Elliott Lodge, No. 288.

Mr. Hunting was married, December 15, 1872, to Isadora Mallard, a native of Iowa, born February 27, 1855, daughter of Fayette and Sarah Katharine (Osborn) Mallard; the former a native of Vermont, now deceased. Mrs. Mallard is now a resident of Stockton. Mr. and Mrs. Hunting have seven children: Clara Estella, born October 7, 1873; Minnie Loretta, April 29, 1876; Georgie Lester, June 13, 1879; Elsie Dora, April 29, 1881; James Willis, February 25, 1884; Gracie Myrtle, September 27, 1887; and Charles Albert, August 2, 1889.

ISAAC DANA HOLDEN, druggist of Stockton, was born in Boston, October 20, 1843, a son of Erastus S. and Jane E. (Dana) Holden. His mother, born in Watertown, Massachusetts, December 19, 1817, a daughter of Isaac and Hannah Dana, was married about 1840, died in Boston about 1852, leaving one surviving

child, the subject of this sketch. Grandfather Isaac Dana, who was the son of John, who was the son of Benjamin second, son of Benjamin first, son of Richard, from England, who arrived in Cambridge, Massachusetts, in 1640. His father, Erastus Saurin Holden, for many years a prominent citizen of Stockton, was born in Maine, about 1813. E. S. Holden received the usual education of that period and was afterward graduated from the Massachusetts College of Pharmacy, and brought up to the business of a druggist in Boston. He was married about 1840, and continued in his business of druggist in Boston until seized by the gold fever, when he left Boston late in 1849 for California, arriving in San Francisco early in 1850. He went to the mining district of Sonora and spent some little time prospecting, but soon returned to San Francisco and organized the wholesale drug house of Reddington & Co., consisting of John H. Reddington, Charles Story and himself. The firm was dissolved in 1852, Mr. Holden receiving as his share in the distribution among other things the branch stores in Sonora and Stockton. He had settled in this city in 1852 in charge of this branch, and afterward established a wholesale business to facilitate trade with the southern mines. Besides his drug business Mr. Holden was interested in a larger local enterprise of the period. He was vice-president of the Western Pacific Railroad from its inception, and originator of the Stockton & Copperopolis Railroad, as well as of the Stockton & Ione Railroad. He was one of the original promoters of the San Joaquin Valley Agricultural Society, and its president for several years, and chief contributor to the special library in the old Agricultural Hall, and was a correspondent of the more prominent agricultural papers. He owned several farms within a radius of five miles from Stockton, aggregating perhaps 1,500 acres. He imported valuable stock into this county, and came to be regarded as an authority not only on stock but on general agriculture and horticulture as well. He was first vice-president of the State Agricultural Society in 1856; president of the board of directors of the State Insane Asylum for three years; a commissioner of the Yosemite valley for several years, and one of the original locators of the Copperopolis mines. He built in this city what was regarded as a model residence for the period, a brick house of nine rooms, among the first large houses of that material in the city, with highly cultivated grounds covering a whole square. He imported plants from Mexico and Japan for the ornamentation of his grounds; bored one of the first artesian wells for irrigation and household purposes. Mr. Holden filled the office of Mayor of this city for six years or more. He was also interested in quartz-mining for a time, but his favorite specialty was railroad building, in which he was a bold and fortunate operator. It is said he was offered $300,000 to step out of the Western Pacific Railroad, which he declined. He was married in this city about 1854, to Miss Maria M. Lyon, born about 1840, a daughter of Captain Lemuel Lyon, United States consul to Japan under President Grant's administration. Her mother died comparatively young and the children were sent for by her father, who was a sea captain. They came to California about 1852, and settled with him in this city for some years. He afterward moved to Oregon, from which State he was appointed as consul to Japan, where he died at the age of about seventy years. Mr. Holden's health being broken down, chiefly from over-work, he moved to San Francisco with his second family, in 1880, and died in that city, August 11, 1885, leaving three sons: Wilson F., Erastus and Warren P., who with their mother are still residents of that city.

The subject of this sketch, I. D. Holden, upon the death of his mother in 1852, found a home with his aunt, Miss Emma Dana, until he came out to rejoin his father in 1856. About 1860, he entered his father's drug store on the corner of Maine and El Dorado streets in this city, where he remained as clerk, manager and proprietor ever since. He studied the business

theoretically and practically, and has been sole proprietor since 1879, conducting it with great success.

JOHN BOYD LO ROMER, an architect of Stockton, was born in New York city in 1844, a son of James A. and Eliza (Boyd) LoRomer, who were both natives of the same city. The grandparents, who both lived to a ripe old age of about ninety years, were of the old Knickerbocker stock of the early settlers of New York and New Jersey. J. B. LoRomer, after receiving the usual public-school education, was sent to Princeton College, New Jersey, and after a two years' course went into the Novelty Iron Works in the designing depar ment, having evinced a special talent for drawing. While there he availed himself of the opportunity afforded to the youth of New York by the Cooper Institute, and after his taste finally settled on a profession, he entered the office of a prominent architectural firm, and continued to use freely the aids of that institution in perfecting himself in his art. He was thus engaged for a few years, when he enlisted in the First New Jersey Cavalry Volunteers, in 1863, at the age of nineteen, and served under Sheridan in active service until mustered out at Trenton, New Jersey, June 5, 1865, after the Grand Review at Washington, District of Columbia. He carries the mark of a sabre cut received at Five Forks, Virginia, and was shot twice in other battles. He had two horses killed under him in one morning, the day after starting on the Richmond raid, May 7, 1864, but escaped unhurt on that occasion. He left New York November 20, 1867, for California by the Nicaragua route and arrived in San Francisco shortly after and found employment as a draughtsman in his profession. He spent the years from 1868 to 1873 in San Diego and Los Angeles at this profession. Returning to San Francisco in 1873 he opened an office on his own account and continued until 1878, when he went to Portland, where he remained (with the exception of a brief sojourn in Seattle and Walla Walla, Washington Territory) until coming to Stockton in February, 1885. The subject of this sketch has built many public buildings and private residences throughout the coast, many of which are noted for their substantial appearance, as well as their architectural beauty. Among the most noted is the handsome court-house of Clackamas County, Oregon, besides many business blocks and private residences in the city of Portland, Oregon. There are several worthy of mention in the city of Stockton, such as the business blocks of R. Gnekow, Simpson & Gray, Sheriff Cunningham, and the Sperry Mills office, besides the private residences of Frank Davis, A. B. Sperry, P. B. Fraser and many others. He recognizes a marked improvement here since 1885, and a still greater one since his first visit to the city in 1873.

Mr. LoRomer was married in Santa Rosa, of this State, to Miss Minnie G. Raab, a daughter of the late George and Minnie (Cassington) Raab, a well-known citizen in the early days of Stockton. Mrs. LoRomer (*nee* Raab) was left an orphan at an early age. She was reared in this city, where she received a public school education, graduating with honors; and she is an excellent penman and musician.

JOHN KELLER, of Elkhorn Township, was born September 30, 1840, in Crawford County, Ohio. His parents, John and Christine (Rosmann) Keller, were natives of Germany and occupants of the farm. John, senior, was brought up to agricultural pursuits, and in 1833 emigrated to America and settled in Ohio, purchasing land upon which he resided until his death in 1887, at the age of eighty-four. The subject of this sketch, who was also reared to agricultural pursuits, left home at the age of nineteen years; in 1864, he came overland with horse-teams, with a company of nineteen, starting March 14, and arriving in Sacramento on

June 20, with only $50 in greenbacks, which when exchanged for coin amounted to only $20. His first engagement was cutting hay on Staten Island, for which his wages was $40 a month. Going thence to El Dorado County he engaged in mining for three months, and then returned to the San Joaquin valley and was employed during the summer upon a farm; and in the fall he began cutting wood. The following spring he rented land and followed farming upon his own account until the fall of 1874, when he went East. Coming again to the Golden State in 1875, he rented land in partnership with Mr. Harshner and continued until 1881. In the fall of this year he purchased his present property, consisting of 160 acres, being the northeast quarter of section 1, township 3 north, range 5 east, which is four miles from Woodbridge. Here Mr. Keller has made all the improvements that are now upon the place; and his premises are as neat and tidy as any in that part of the county. His fine residence was erected in 1884, and is indeed an ornamental structure.

In 1884 Mr. Keller married Miss Dora Brack, a native of this State, and their children are: Christin E. and John Cleveland.

JOSEPH PUTNAM, farmer of Elliott township, San Joaquin County, was born in Windsor County, Vermont, April 13, 1823. His father and mother died when he was seven years old and he made his home with his grandfather, until he too died: he then went to his uncle in Charleston, New Hampshire, where he lived until nineteen years of age. He then went to Boston, Massachusetts, where he was employed by Boyd & Beard, who were in the bottling business, bottling all varieties of liquors. He worked for them until twenty-five years of age, then came to California by water, on the ship Pharsalia, arriving in San Francisco, where he remained but a short time. He took a row-boat to Stockton and went from there to the mines, where he worked until 1850. Then he and a man named F. Lowern took up land on the Mokelumne river. He sold out in 1851 and visited the States. On his return he bought 160 acres of land, a part of his old claim. At the present time he owns 380 acres of bottom land in Elliott Township, also 800 acres in Tulare Township, where his son, Joseph F., has control of the land. On his old homestead he has about forty acres of bearing fruit trees and raises fine fruit, which he ships to Stockton and San Francisco. For a number of years he gathered and sent fruit to the State Fair. He was the first man to raise hops in this county.

He married Mary A. Fletcher, and they have nine children, namely: Nellie, wife of L. Athern; Joseph F., Lucy, wife of Wm. E. Whipple; William S., Edwin E., Mary, the wife of Wm. Siegel; Lora, Benjamin and Jennie. Mr. Putnam belongs to the Society of California Pioneers, and is a member of the Congregational church at Lockeford.

JOSEPH HARRIS TAM, born in Delaware, November 19, 1812, died September 8, 1865. He was a son or James Hamilon Tam, and his ancestors were early Dutch settlers of Manhattan Island and the adjoining coasts. He lost his mother when he was only thirteen years old, and soon after his father's second marriage, left home because of a disagreement with his stepmother. He labored industriously to acquire an education, and taught school at intervals to enable him to perfect his education. He spent some time in college at Palmyra, Missouri, and was graduated at McKendree College, in Belleville, Illinois. He lived in Texas for some time, and took part in its war of independence. He was principal of an academy in Baton Rouge, Louisiana, about ten years. He was married in Lafayette, Indiana, September 12, 1846, to Miss Sarah Glassford, born in Mifflin County, Pennsylvania, November 27, 1824, a daughter of Henry

and Sarah (Hamilton) Glassford. The father came to America at the age of fourteen years with his Scotch parents, about 1795. The family settled on a farm in Mifflin County, Pennsylania, where the elder Glassford lived to an advanced age. Henry Glassford, a farmer by occupation, served for a time in the war of 1812, and after his marriage moved to Cincinnati, Ohio, about 1825, and afterward settled on a farm in Butler County, Ohio. Some years after he again moved on a farm near Lafayette, Indiana, and finally to White County, in that State, where he died in 1868 at the age of eighty-seven years.

After his marriage Mr. J. H. Tam taught school in Richmond, Ray County, Missouri, about two years, and with his wife set out for California in 1849. Arriving on this coast Mr. Tam went to mining for about a year near Marysville, and in 1851 bought forty acres of fruit land near Sonora City, which he kept eighteen months, when he sold out and came to this city in 1852. He bought land in this county and went to farming, owning 400 acres in one body and 260 in another. Selling his ranches he settled permanently in this city in 1860. He afterward became interested in copper-mining, and lost nearly all his accumulations in that venture. He died September 8, 1865. Mr. and Mrs. Tam have had seven children, of whom four are living: Amanda Josephine, born October 30, 1847, now the wife of David J. Martin, an assistant in the State Insane Asylum, of this city, has three sons and two daughters; Amelia Montana, born July 10, 1849, became the wife of B. F. Rodgers, of this city, and died December 20, 1887, leaving four sons and three daughters; Almira Julia, born April 16, 1851, now the wife of Russell A. Meyers, a steamboat engineer of this city; James Henry Glassford Tam, born July 22, 1853, died August 15, 1860; Augusta Emma, born July 24, 1856, became the wife of John Charlson, who died in 1887, leaving one son and two daughters; Joseph Hamilton, the subject of this sketch, and John Thomas, born March 31, 1860, who, after receiving a good public-school education, developed some talent for the stage, and now follows it for a profession.

Joseph Hamilton Tam, the subject of this sketch, was educated in the public schools and business college of this city, taking a full course, closing in 1877. He was book-keeper for Rogers & Norman from 1881 to 1884. He was elected city assessor in 1884, and held the office six months, when he was re-elected under the new charter for one year. Meanwhile he read law in the office of J. C. Campbell, and was admitted to the bar of the Supreme Court of this State. He was elected Police Judge in November, 1887, and held the position until he was legislated out of office by the new charter of 1889, and is now practicing law in Stockton. Mr. Tam is a member of the Stockton Lodge, No. 11, I. O. O. F.; of Nemo Lodge, K. of P., and by right of birth a member of the San Joaquin Valley Society of California Pioneers.

G. F. KNOWLES, one of the corps of attaches connected with the administration of affairs at the State Hospital for the Insane, Stockton, is a native of Maine, born at Harmony, Somerset County, on the 6th day of November, 1833, his parents being C. F. and Mary (Spurr) Knowles.

He was reared at his native town until he had reached his seventeenth year, and then removed to Skowhegan, Maine, and learned the moulder's trade. In the spring of 1854 he went to Boston, where he pursued his trade with S. S. Rowe and I. M. Pike about eight or nine years. He then went to the Norway Iron Works (Naylor & Co.), South Boston, and was foreman for them all of the time until 1882, when he removed to Dakota, and in 1883 came to California, locating in Stockton. In March, 1889, he assumed his present duties as an officer at the Hospital for the Insane.

Mr. Knowles was married at Boston in 1862,

to Mrs. Esther Young, a native of Pittston, Maine.

Mr. Knowles has been for many years a member of the Masonic order, and yet affiliates with Gate of the Temple Lodge, South Boston. He is Past Grand of Charity Lodge, I. O. O. F., and is Past District Deputy of District No. 7, California, having held the deputyship in 1884–'85.

Mr. Knowles is a man of high moral character, and eminently fitted for a position requiring the exercise of care, judgment and responsibility.

HIRAM NEWTON RUCKER, M. D., Superintendent of the State Asylum for the Insane at Stockton, was born in Saline County, Missouri, September 6, 1844, a son of William Taliaferro and Veranda S. (Taylor) Rucker. Both parents were natives of Orange County, Virginia, his father born in March, 1809, and his mother in January, 1810. They were such near neighbors that they attended the same school in their youth. The Taylor family, who were relatives of President Taylor, moved first to Kentucky and thence to Missouri. Thither also went William T. Rucker in young manhood, and there he was married to Miss Taylor in 1830. They first settled in Howard County, and in 1832 moved to Saline County. They had twelve children, of whom one died in infancy, and eleven are living. William T. Rucker took up land in Saline County, and went to farming, at which he there continued until he set out for California with his family in 1852. He drove three wagons drawn by oxen and a herd of 200 cows, across the plains, coming by way of Sublette's cut-off, north of Salt Lake City, for the better pasturing of his stock, and arrived in Santa Clara County early in November, having been about five months on the road. The cows, which averaged perhaps $10 a head in Missouri, he sold, after his arrival, for $150 and upwards, and the oxen for about $500 a yoke. He bought 160 acres and put in a crop that season, paying eight cents a pound for seed wheat, but when he harvested eighty bushels to the acre in 1853 he was reconciled to the high price of the seed. This ranch was situated about two and one-half miles southwest of Santa Clara, and was sold about 1858, when he bought one of 225 acres, about one mile from the first, which he held until 1857, when he retired to a home he had bought in the town of Santa Clara. There he died in 1879, much respected in all the relations of life, a man of temperate habits and a consistent member of the Methodist Church South from his youth up. His widow still survives, on the old homestead. Her mother lived to an advanced age, being over eighty years at her death.

H. N. Rucker, the subject of this sketch, arriving in California at the age of eight years, was educated in the local school, and in his youth rendered some service on his father's farm. At twenty-one years he entered the University of the Pacific at Santa Clara, where he received an academic education for three and one-half years. Concluding to enter the medical profession he commenced his studies in the office of Dr. A. B. Caldwell, and attended lectures in the Toland Medical College in San Francisco, which afterward became the medical department of the University of California, and was graduated from that institution November 11, 1870. He first located as a practicing physician in Plainsburg, Merced County, where he remained until June, 1875. He then moved to the town of Merced, where he formed a partnership with the late Dr. W. A. Washington, which existed until 1881, under the style of Washington & Rucker. After the dissolution of that partnership Dr. Rucker continued to practice in Merced until elected Superintendent of the Stockton Insane Asylum, at the meeting of the directors in October, 1888. He had meanwhile been appointed a member of the board of directors by Governor Stoneman, in March, 1885. He entered on the discharge of

his onerous and responsible duties on November 1, 1888.

Dr. Rucker was married in 1873 to Miss Emma Frances Abbott, born in Lawrence, Massachusetts, in 1853, a daughter of Orson and Eliza A. (Foster) Abbott. Her father came to California in 1859, and mined for some years. About 1865 he went East and returned with his family. The Abbott and Foster families have been settled in New England for several generations. Mr. and Mrs. Rucker have one child, Ella Robin, born September 6, 1884.

Dr. H. N. Rucker belongs to the Masonic fraternity, and has filled several elective offices in the Grand Lodge: Junior Warden in 1884–'85; Senior Warden in 1886; Deputy Grand Master in 1887, and Grand Master in 1888.

JACOB BISCHOFBERGER, of Elkhorn Township, was born November 10, 1832, in Switzerland, his parents being Oldrich and Mary (Fruh) Bischofberger. The father was a tailor by trade, following it exclusively in his younger days, but as his family grew up he engaged in the farming industry. He died in 1865, at the age of sixty-one years. There were nine children in his family, four of whom are in America, two in California.

Jacob was raised on the farm in Switzerland, and remained at home until twenty-one years of age, when in 1854 he came to America, landing in New Orleans on New Year's day of 1854. He remained there two months, then went to Mississippi, thence to Louisville, Kentucky, where he remained a year engaged in a milk dairy. He then went to St. Louis, where he was very sick with the chills and fever. Not being able to obtain any work, he went to Illinois, remaining eight months employed on a farm; then returned to St. Louis, thence to St. Joe, where he engaged in farming on rented land. In the spring of 1857 he crossed the plains to California with ox teams, driving loose stock. The journey occupied four months. Upon his arrival he engaged in mining for three months, then engaged in farming in Sacramento County for two months. Then he tried mining again. In 1858, when the Fraser river excitement broke out, he went there, remained five months, then returned to Amador County, where he mined for three years, working under ground the entire time. In the fall of 1861 he went to Switzerland, where he remained nineteen months. He purchased a farm while there, but the longing to return to California was too strong to be resisted, so he sold out his farm, was married, and left that same day for America. He went to mining again in Amador County, where he remained until 1874. He also purchased a ranch there, which he sold afterward and purchased a small one of ten acres, which served as a home for his family while he was mining. In 1874 he gave up mining, sold his ranch and came to San Joaquin County. He rented land of Henry Beckman for two years, then purchased 160 acres, on which he remained for six years, then exchanged it for his present property of 320 acres, situated on the New Hope road, fifteen miles from Stockton and three and one-half miles from Woodbridge. He raises hay, grain and stock.

Mr. Bischofberger was married in 1862 to Miss Anna Toni, a native of Switzerland. They have nine children living, four boys and five girls, namely: Anna Mary Fohl, wife of William Fohl; John J. Bischofberger, Amelia M. Jones, wife of Thomas E. Jones; Jacob C., Anna Elizabeth, Rosetta Belle, Frank Alrich, William Antone and Mabel Erma.

G. B. TAFT, farmer of Elliott Township San Joaquin County, was born in Rhode Island, April 21, 1825, his parents being Willard T. and Mary Taft. The subject was reared in his native place, and there learned the carpenter and joiner's trade. In the year 1849 he started for California by water, landing in San Francisco May 5. He then took the boat for Sac-

ramento, where he went to work at his trade, earning $12 a day; worked but a short time, when, getting the gold fever, he went to the mines, where he was engaged in mining and at his trade. In 1864 he went to French Camp, and afterward to Alameda County, preaching the gospel for two and a half years. His health began to fail, and he concluded to rest. The next four years he spent in traveling, and at the end of that time found his health much improved.

Mr. Taft is cultivating a farm of 160 acres, whereon his wife had lived twenty years previous to their marriage; he has turned his attention mostly to poultry, in which he has been very successful, making in one year $918.71 clear of all expenses. He has been a Deacon in the Baptist Church.

WILLIAM WOLF, the efficient Street Commissioner of Stockton, is a native of California, born at San Andreas, Calaveras County, November 8, 1859, his parents being Henry and Margaret (Bettinger) Wolf. Both parents were natives of Germany, who located in New York State for a time after emigrating to the United States. From there they removed to Maryland, and thence to California via Panama. The father followed mining in Calaveras County until 1861, when he died, and the remainder of the family removed to Stockton.

William Wolf, whose name heads this sketch, is the youngest of seven children of his parents, five of whom are living. He was reared from infancy in Stockton, and received his education in her public schools. For eight years he followed a mercantile career as clerk and bookkeeper, and in 1883 made a successful race for City Assessor, serving one term in that office. During the four years succeeding this he was in the grocery business, but on the 1st of January, 1888, he went into the office of John S. Davis, Street Commissioner, as deputy. At the ensuing election he was chosen as Street Superintendent by the votes of the people, and has since filled the office to the entire satisfaction of the citizens of Stockton.

Mr. Wolf was married in September, 1887, to Miss Hermina C. Rothenbusch, a native of Stockton, and daughter of Frederick Rothenbusch. They have one child, Everett Henry.

Mr. Wolf is a member of Truth Lodge, I. O. O. F.; of Centennial Lodge, K. of P.; San Joaquin Grove, A. O. F., and a member of Stockton Parlor, N. S. G. W. From an early age he has taken an active part in public affairs.

MARY J. TAYLOR, wife of James Taylor, deceased, was born in Ireland, May 11, 1817. She was raised in Scotland, and came to America at the age of nineteen years. James Taylor was born in Ireland in 1809. When a mere boy he went to Scotland with his parents. When twenty-one years of age he came to America, settling in Steubenville, Ohio, where he purchased a house and lot and was engaged in the woolen-mills of that place as a spinner. He remained there about twenty years, then went to Wheeling, Ohio, where he again engaged at his trade, spinning, remaining two years. In 1849 he came to California, crossing the plains with ox teams. After a trip of six months he arrived in Marysville and went to mining. In 1851 he returned to Steubenville for his family, but his wife, who had heard bad reports of California, declined to come, so they went to Iowa, where they purchased land. The winters there were too severe for a person who had spent two seasons in California, so at the end of a year he came once more to California, arriving at Winter's Bar September 18, 1853. He settled his family at the Oak Forest on the Mokelumne river, then began looking around for a desirable place on which to locate. In March, 1854, he settled upon the present place, and was a constant resi-



Yours Truly
H. T. Dorrance

dent of the same until his death, which occurred October 28, 1872, at the age of sixty three years. Mrs. Taylor lives with her son William. She was married September 16, 1836, to Mr. Taylor. They had nine children, namely: Robert, Mary, James, Thomas, William, John, Joseph, Sarah E., and Mary, who died August 30, 1840. William Taylor runs the home place in a very creditable manner. He raises grain and stock. August 10, 1882, he was married to Miss Elizabeth Buckley. They have two children—Mary I. and Lucy F. Joseph Taylor married Miss Annie Buckley, sister of Elizabeth, just mentioned, September 10, 1880, and they have one child, Margaret.

H. T. DORRANCE.—In the business circles of Stockton no name stands higher than that with which this sketch commences. Mr. Dorrance is a native of Middlebury, Addison County, Vermont, born November 6, 1819. His father, Joseph Dorrance, came of an old Providence, Rhode Island, family, and was a hatter. His mother, whose maiden name was Esther Martin, was a native of Vermont.

H. T. Dorrance was reared and educated at his native place, and in 1846 removed to Rutland, Vermont, where he engaged in the saddlery and harness business in connection with Judge Hall. After the latter's death, which occurred in 1850, Mr. Dorrance carried on the business alone. In 1850 he came to California to join his brother-in-law, M L. Bird, a pioneer, leaving New York June 26, on the steamer Star of the West, and arriving at San Francisco on the 19th of July. Two or three days later he came to Stockton and went to work at the location where he now does business, in the employ of his brother-in-law. He worked there until March 1, 1866, when he assumed the duties of County Clerk, to which office he had been chosen at the preceding election. He was re-elected in 1867, and held the office until the first Monday in March, 1870. In 1869 he had purchased the business of Mr. Bird and carried it on for one year in partnership with J. T. Oldham. Since that time he has not had any partner.

Mr. Dorrance has been a resident of Stockton for nearly a third of a century, has been a business man here much of that time, and has served the people of the city and county in many places of trust. To his credit it may be said that he ranks to-day, as he always has, among the most honored and esteemed of the county's citizens. His unfailing integrity in business, his high intelligence, and his dignified and courteous treatment of those with whom he comes in contact, have won for him the lasting friendship of his fellow citizens.

Mr. Dorrance was married February 7, 1841, at Hinesburg, Vermont, to Miss Achsah L. Bird, who was also a native of Addison County, Vermont. She died in this city February 18, 1882, leaving three children, viz.: Achsah W. (Mrs. H. M. Clays), Sarah C., wife of Chas. E. Owen, and C. Fred Dorrance. The latter is a resident of Portland, Oregon, and is with one of the large houses of that city, that of L. C. Hendrichsen, jeweler.

Mr. Dorrance was Grand Master of the Grand Lodge of Vermont, I. O. O. F., when he came out here. He is one of the most distinguished Odd Fellows of California, and was Grand Representative to the meeting of the Supreme Lodge at Minneapolis in 1884, and to that at Baltimore in 1885. He is now a member of Charity Lodge, No. 6. He is also a member of Morning Star Lodge, F. & A. M.

In the days of the old-line Whigs Mr. Dorrance was a stanch advocate of the principles of that party, and cast his first presidential vote for William Henry Harrison. He was one of the first to rally to the flag of Republicanism, and voted for the first presidential candidate of the party—John C. Fremont. He has always taken an active part in matters affecting the public interest and especially in educational affairs. For the eight years ending with 1872 he was one of the school trustees of Stockton,

and was a member of the committee to grade the schools when the high school was established. When that institution held its first commencement he had the honor of presenting the diploma to the first graduates of the Stockton High School—Miss Lottie Grunsky, Otto Grunsky and Miss Randall (now Mrs. Dorr). He again served as a member of the school board from September, 1887, to September, 1889. He is now, by the appointment of the Governor, a member of the Board of Trustees of the State Hospital for the Insane at Stockton.

His present wife, to whom he was married November 26, 1889, was formerly Miss Frances C. Bird, a native of Pennsylvania, reared at Brownsville, in that State, but for some time a resident of Pittsburg.

ROBERT LLOYD, of Elkhorn Township, was born April 27, 1836, in Massachusetts, his parents being Thomas and Rosa (McLaughlin) Lloyd, both natives of Ireland. The father, farmer by occupation, came to America in an early day and settled down in Rhode Island, afterward moving to Massachusetts, where he and his wife died. There are in the family six children, four boys and two girls.

Robert was raised on a farm, remaining at home till twenty-one years of age. In 1854 he came to California, via the Isthmus, sailing from New York, and landing in San Francisco April 13, 1854. The following two years he spent in mining principally. The year of 1856 he spent working on a farm; then went to work on a threshing-machine. In 1857 he took up his present property, located on the Mercer road, which he helped to lay out in 1858–'59. In the fall of 1857 the first crop was sown, and in 1858 he commenced a general farming business; he has remained there ever since, cultivating and improving his property. He now owns 333 acres of choice farming land.

Mr. Lloyd was married in 1873 to Miss Susan B. Murray, a daughter of Edward Murray, a native of Ireland. They have three children living and one deceased, viz.: Gertrude, George W., Lucretia G. The home of the Lloyds is a neat, pleasant and comfortable one, and does credit to Mr. Lloyd's management and business ability. When he first came to California he had but $300 in his pocket, and to-day is one of the most successful farmers of this section.

THOMAS KENT HOOK, deceased. The subject of this sketch was born in Green County, Pennsylvania, November 11, 1816. Reared on a farm he received a limited education in the log school-house of the district, but afterward supplied the deficiency in a great measure by reading and studying in later life. When only two years old he lost his father and went to live with his grandfather, who died in 1832. He was then apprenticed to a cabinet-maker at Waynesburg, and learned the trade. In 1836 he went to Indiana, and settling in Terre Haute there worked as a carpenter and builder for thirteen years. He left that city March 4, 1849, for California, coming across the plains and reaching this State September 9, 1849. Three days later he arrived in Sacramento, and after working at his trade about one week proceeded to Winter's Bar. There he tried his luck and afterward at Angel's creek, but without marked success, and in December, 1849, came to Stockton and helped to build the first store at the corner of Main and Center streets, and soon afterward the building on the southwest corner of Center and Market streets. In the spring of 1850 he again tried mining for a few weeks with unsatisfactory results at Horseshoe Bend on the Merced river, and returned to house-building in Stockton, in which he continued some six months. His next venture was as one of the twenty-seven who went in search of the alleged silver mines in Death valley, which they never found. Again in Stockton he went to farming on the Calaveras, two and one-half miles from the city, and continued in that

pursuit until 1857, when he sold out and went into the livery-stable business. In 1860 he was elected Sheriff of this county on the Republican ticket, and by re-election held the office from 1861 to 1865, and in 1866 was elected Mayor of this city. He was Alderman for three terms and President of the council one year. In 1868 he erected Hook's building, on the northeast corner of Main and San Joaquin streets, at a cost of $40,000. Mr. Hook was twice married, surviving his first wife and only child for many years. He was married in September, 1860, to Mrs. Anna (Conklin) Greenfield, the widow of Elijah Greenfield, a pioneer of 1849, by whom she had one child, now deceased. Mr. Hook died of apoplexy, October 11, 1888.

Mrs. Anna (Conklin) Hook, the widow of Thomas Kent Hook, was born February 8, 1814, in Jefferson County, New York, a daughter of David and Anna (Gilbert) Conklin. The father, by occupation a farmer, was born November 15, 1773, and died October 23, 1866. The mother, born in Westchester County, New York, March 22, 1781, and there married early in 1796, died January 4, 1832. They had seventeen children: Richard, born December 20, 1797, died October 3, 1877; Loretta, born February 23, 1800, died May 20, 1882; Belinda, born October 27, 1801, died August 3, 1881; Gilbert, born October 11, 1803, died about 1873; Stephen, born July 18, 1805, died April 25, 1835; James, born February 18, 1807, died September 19, 1887; David P., born December 30, 1808, died July 29, 1822; Thomas, born January 2, 1811, died January 29, 1888; Sally, born June 26, 1812, died June 1, 1842; Anna, the subject of this sketch, February 8, 1814, is still living in this city in 1890; Ephraim, born March 15, 1816, died January 19, 1842; Ruth Emma, born April 12, 1818, died July 6, 1880; Jesse B., born May 13, 1820; David Platt, born May 12, 1822; Alvin, born April 9, 1824: these three are living in 1890; Edwin and Edward, twins, born December 27, 1825, died about March 18, 1826, a few days apart.

The subject of this sketch was first married in Jefferson County, New York, to Elijah Greenfield, a carpenter who came out to California in 1849, and mined a few months, afterward settling in Stockton, where he worked at his trade until his death in 1859. His wife came by the Nicaragua route, leaving New York in December, 1853, and arriving in Stockton January 17, 1854, where she has since resided with the exception of four visits East. The first of these trips was made in 1865 by water, and the others in 1871, 1878 and 1882. All her journeys by water were accomplished unaccompanied by friends. Her marriage to Mr. Hook has already been mentioned. Of her brothers and sisters, Richard died in Harford, Michigan, at the age of eighty, by falling through an open cellar-door; he had ten children, of whom six are living in 1890; in the civil war four of his sons enlisted in the army and one in the navy, this one serving on the Monitor when she sunk the Merrimac. Loretta Conklin, by marriage Mrs. Alexander Warner, of Rutland, Jefferson County, New York, died there aged eighty-two years and three months. Belinda Conklin was married in Jefferson County, New York, at the age of nineteen to Salma Blanchard. They moved early in the '50s to Jefferson County, Wisconsin. They had thirteen children, of whom eight are living in 1890. Gilbert Conklin died in Van Buren County, Michigan, the father of nine or ten children. James Conklin died in Bedford, near Battle Creek, Michigan, and four of his children are living. Thomas Conklin was four times married and had a number of children, of whom several died young, and four are living. Ruth Emma Conklin, by marriage Mrs. Charles E. Keeney, of Oswego County, New York, died in Albion, same county, leaving one daughter, who is living. Jesse B. Conklin, now of Stockton, came to California in 1860, mined six weeks and made his first piece of gold into a collar button, which he still wears. He had spent seven years clerking in Michigan, three in Watervliet and four in Decatur. After his brief mining experience he clerked in this city for some time and afterward served as an

attendant in the State Insane Asylum. He learned the trade of tailor in young manhood and worked in that line eleven years before moving to Michigan. He is still unmarried in 1890. David P. Conklin is living in Illinois, married, but without children. Alvin Conklin, living on the old homestead in Jefferson County, New York, married and has had children, all of whom are dead.

WILLIAM B. WHITE, of Elkhorn Township, was born, March 20, 1830, in Bristol County, Massachusetts, his parents being Merchant and Adeline (Brely) White, both natives of Massachusetts. The father was of English descent. His grandfather was one of the Pilgrims and the last of his race, having no living relatives at his death. The mother of the subject was of Scotch descent. Merchant White was a farmer and lumberman, born in 1800. He died in 1878. There were six children in the family, three boys and three girls. William, the subject of this sketch, when seventeen years of age, was apprenticed to learn the ship carpenter's trade, at which he was to serve four years. When two of the four years had passed he got the California gold fever and set sail for the land of gold. His parents and employers opposed it strongly and tried to persuade him to remain, but to no effect. William took passage as a sailor before the mast, receiving for his services $1. They were six months on the voyage landing in San Francisco, April 1, 1850. The ship's carpenter went ashore and left William to do his work. He built several scows and boats, receiving $14 a day and board. He made one trip to Stockton in one of the scows. He knew nothing whatever about navigation of the river, but managed to take his passengers, sixteen in number, who paid $16 each as passage money, safely to their destination, and to bring the scow back to San Francisco; for this the ship owner offered him a block of land in San Francisco, not far from Clay and Second streets, which he refused, as he thought it would never be worth anything. Although perfectly contented with the position he had in 'Frisco, he was persuaded by some friends, who had been to the mines, to go and try his luck at that; so, he left one of the best opportunities he ever had. He worked about two years at mining, then returned to 'Frisco. This trip was attended with many hardships as it was at the time of the flood. He returned to his home, via the Isthmus, arriving in January, 1853, with about $5,000. He went home intending to remain, but in the fall of 1854 he again came to California, via the Isthmus. He came direct to Stockton and went out to visit an uncle; while there he built a ferry-boat on the Stanislaus river, splitting and hewing the gunwales out of sugar pine and hauling them to the shore where he built the boat. Later he went again to the mines, remaining till 1859. In 1855 he purchased his first farm in company with George Ashley, located in O'Neil Township. From 1859 to 1865 he was principally engaged in teaming and stock-raising. In 1865 he purchased land on the Davis road and engaged exclusively in farming, which he has followed ever since.

In 1872 he purchased the ranch on which he now resides, located on the Stockton and Woodbridge road, nine miles from Stockton and four from Woodbridge. Mr. White has made his own way in the world since he was fifteen years of age. Like most other old Californians, he has made plenty of money and spent it as freely. He is to-day the picture of health, and has never taken much medicine in his life. To his family he is kind and indulgent. He believes in educating children. His son, A. C. White, is a graduate from the Law School of Ann Arbor, Michigan. Mr. White was married, in 1860, to Miss Malinda A. Williams, a native of Arkansas, who emigrated to California in 1853, at the age of eleven years. They have five children, namely: Adelaide B., deceased in 1875.; C., Walter B., Merchant B. and Alice M.

Mr. White is a member of Jefferson Lodge,

I. O. O. F., No. 98, of which he is Past Grand. Politically he is a Democrat. His first vote was cast for Franklin Pierce.

CHARLES BARTHMAN, proprietor of the National Soda Works, Stockton, is a native of the city of Hanover, Germany, born March 14, 1842, his parents being Fredrick Charles and Fredrika (Peltz) Barthman. His father, a merchant, built the first chiccory factory in Hanover.

The subject of this sketch was reared at his native place, and to the age of fourteen years attended school there. He then went to college for over two years at Holtzminden. After completing his education, he served an apprenticeship to a contractor of Hanover, and then traveled throughout the country, taking in the principal cities. In 1863 he was drawn for service in the army, and became a member of Second Company, Third Regiment, First Battalion, and was assigned to duty in the city of Eimbeck. He took part in the Holstein trouble of 1864 and again in the war in 1866, and was then discharged from the Hanoverian army. He then served seven weeks in the Prussian army, as a non-commissioned officer of the Eleventh Infantry, Grenadier Guard, being stationed at Altona, near Hamburg. Upon leaving the service of Prussia he emigrated to America, sailing from Hamburg to New York. He started a furniture store on the corner of Hudson and Dominick Streets, New York, and carried on business there a little over a year. Then the Vallamosa Springs excitement, in the Blue Mountains of Alabama, broke out, and he went to the scene and bought land there. He was there about sixteen months, but gave up his interest there on account of trouble about the title. He then went to Memphis, from there to New Orleans, and eventually to Texas, where he followed contracting. He built the first two-story house ever erected in Dallas. Becoming sick in Texas he spent the next three years in traveling in search of health, going to St. Louis, to Kansas City, and eventually was fortunate enough to get back his health and strength. In 1871 he came to California, locating at San Francisco. Finding the climate there unsuited to him, he traveled for some time, finally locating in Alameda, where he established a soda-water factory. In 1885 he removed his machinery to Stockton and established the National Soda Works, for which he has built up an extensive city and country trade. While at the Bay, he served for seven years in Company C, Second Regiment N. G. C., and was a non-commissioned officer. He was married in San Francisco to Miss Christiana Gauler, a native of Holstein. Mr. Barthman is president of the Stockton Turn-Verein, and is a member of the lodge No. 123, A. O. U. W. He joined the order in 1879 in the lodge No. 5, Alameda, and belongs to the Workmen's Guarantee Fund Association. He also belongs to the Verein-Eintracht.

Mr. Barthman is an enterprising business man, and enjoys the esteem of a large circle of warm personal friends on account of his uniform courtesy and urbanity.

JOSEPH SPENKER was born March 29, 1834, in Dargun, Mecklenburg-Schwerin, Germany, his parents being Maria (Druse) and Joseph Spenker. The father, and also the grandparents of the subject were farmers. The father came to America in 1861 and located at Toledo, Ohio. In 1864 he went to Tennessee, and engaged in the employ of the Government as bridge and breastworks builder: while there he was killed, at the age of sixty-four. The mother died in her home in Germany in 1860, aged fifty-two. In the family there were nine children, five boys and four girls, six of whom are living.

Joseph, the subject of this sketch, was raised on a farm, as was his father before him. He came to America in 1854, landing in New York, remained there three days, then spent a

few years in traveling, settling at last in Stephenson County, Illinois; from there he started for California in 1859, crossing the plains with ox teams, starting April 15, and landing at Murphy's Camp, September 16, same year. He traded his horse for a mining claim, but soon found out that he had been slightly taken in. Accordingly he started for Stockton on foot, but obtained a ride to Stockton: passage money one dollar. For the following five years he worked for Thomas Yolland by the month, at $20 per month; at the end of the first three months his wages were increased, however. During those five years he purchased land as follows: southwest quater of section 32, 3 north, 6 east, for which he paid $750, and which he still owns. In the fall of 1864, he had accumulated sufficient means to go to farming for himself, and has been a constant resident and farmer of that section since that time. He purchased his present home in 1873, containing 320 acres in Elkhorn Township; he also owns the north half of section 33, township 4 north, range 6 east. He owns 240 acres in Stanislaus County.

Mr. Spenker was married in July 26, 1870, to Miss Anna Schliemann, a native of Holstein, Germany, born March 24, 1847. They have two children, a boy and a girl— Otto and Jessie, both at home. Mr. Spenker came to California with no money, but has earned for himself by industry and economy a good share of this world's comforts. He is a member of Woodbridge Grange, No 84. He has two brothers in Stanislaus County, —John and Fred, and a sister, Mrs. Elizabeth Hansen, who is also a resident of said county.

EMMONS RODOLPHUS STOCKWELL, a retired merchant of Stockton, was born in Jamaica, Vermont, December 13, 1814, a son of Emmons and Belinda (Shumway) Stockwell. The father, a native of Leverett, Massachusetts, and there married, became a farmer in Vermont, but died in Fitchburg, Massachusetts, aged seventy-three. The mother, a native of Amherst, also died in Fitchburg, at the age of seventy-one. Grandfather Shumway, the son of a French operative in the Charlestown navy-yard, became a clergyman of the Baptist Church, and was settled in Amherst and afterward moved to Vermont. His wife, a native of Belchertown, Massachusetts, of Irish parentage, named Gilbert, lived to the age of seventy-six. Both grandfather Shumway and his father also lived to be quite old, but their exact ages are not on record. Grandfather Stockwell was a Scotch emigrant who settled on a farm near Leverett, Massachusetts, and Mrs. Emmons Stockwell had ten children, of whom two died in infancy, and of the others one son died aged eighty-four, another son is living in 1890 in his eighty-fourth year, and one daughter in her sixty-seventh year.

E. R. Stockwell was brought up on his father's farm and educated in the district schools. In young manhood he went to Boston and was a clerk in a dry-goods store two years, and in business some nine years. He was there married on Thanksgiving day, November 25, 1850, to Miss Charlotte B. Littlefield, born in Dedham, Massachusetts, in 1821. Mr. Stockwell left Boston January 27, 1849, for California, by way of Cape Horn, arriving in San Francisco July 23 of that year. He went to mining near Jacksonville, near Woods creek, which empties into the Tuolumne river, and worked there about one year. He then opened a miner's supply store in Jacksonville, which he sold out after six months and set out for Boston by the Panama route. Returning with his wife by the same route he arrived in San Francisco in May, 1851, and came at once to Stockton. Here they opened a dry-goods and millinery store in July of that year and did a profitable business for nearly three years, when they returned to Boston, where they had left two children with Mrs. Stockwell's mother. They had accumulated $22,000 and intended to remain in Boston. Mrs. Stockwell's mother died before their arrival, and after spending a year in that city they concluded to return to this coast. They re

mained about one year in San Francisco, and in August, 1855, came to Stockton and Mr. Stockwell became a partner with Mr. Henry Underhill, to whom he had sold out his business two years before. In 1860 Mr. Underhill sold out his interest to Thomas R. Moseley, son-in-law of Mr. Stockwell, who remained a partner until his death in 1887, when Mr. Stockwell wound up the business and retired, putting all of his means into real estate. He had bought in 1856 for $600 the square he still occupies on the east side of El Dorado street between Acacia and Magnolia, and had built on it, at a cost of $7,000, the twelve-room house, which is still in excellent condition, the shingles laid on in 1856 being still rain-proof in 1890.

Mrs. Stockwell died January 2, 1888, having been the mother of six children, of whom two died in infancy and four grew to maturity—Elizabeth Albina, born in Boston September 14, 1841, came to California with her parents in 1854, was married in this city May 24, 1860, to Thomas R. Moseley, and died November 29, 1885, leaving two sons, Nathaniel S., who died in 1888, a lieutenant in the United States navy, and Andrew L., now of San Francisco, and there married, February 20, 1889, to Miss Nellie Groves. Amos Jerome Stockwell, born in Boston July 28, 1844, enlisted in a cavalry regiment at the age of eighteen, and after the war received the position of gauger in San Francisco, where he was accidentally killed February 1, 1875, by being thrown from a carriage. Walter Woodbury Stockwell, whose sketch follows this; Frederick Shumway Stockwell, born here October 19, 1861, and here married October 24, 1883, to Miss Josie Young, a native of this city; they have one child, Ernest C, born November 11, 1885. Fred. S. is a clerk with his brother Walter W. in this city.

Mr. E. R. Stockwell has been a member of the Pioneer Society since its organization in this city, and has been a Deacon of the First Baptist Church since 1857. He was married in San Francisco, December 3, 1889, to Mrs. H. M. Hendrickson, the widow of Rev. C. R. Hendrickson, formerly pastor of the First Baptist Church of Stockton.

WALTER WOODBURY STOCKWELL, the oldest living child of E. R. Stockwell, was born in Stockton January 8, 1860, and was educated in the schools of this city and at the Baptist College, Vacaville. He clerked for his father until May 24, 1888, since which time he has been in business for himself. He was married in this city January 9, 1881, to Miss Amelia Belle Cook, a native of Stockton. Mr. Stockwell is Past President of Stockton Parlor, N. S. G. W., and has been twice representative to the Grand Parlor. He is Master of the Exchequer of Nemo Lodge, K. of P., and a member of the A. O. F. Mr. Stockwell resides in a home of his own on the square owned by his father.

J. B. GREEN, a native of New York city, born January 3, 1823, came to California in 1849, being one of the first to mine in California, and also one of the first landholders. He was an industrious, careful man. He died in 1878, leaving his wife a fine ranch on the Mokelumne river.

Jennie Green, his wife, was born in Bangor, Franklin County, New York State, July 5, 1834, the daughter of Jenison and Mary Dyke (formerly Dickinson). The former died October 28, 1873, at the age of eighty-eight; the latter March 27, 1871, at the age of eighty. The subject of this paragraph married J. B. Green October 24, 1866. They had two children, namely: Della M., now the wife of G. M. Foote, and Ida M. Green.

MARTIN OTT, a farmer of Castoria Township, was born in Germany in 1837. He left his native home in 1853 for New York, where he remained a few days and then went to Detroit. Five years later he came across the Isthmus of Panama to San Francisco,

where he remained one year, working around at odd jobs. He then went to the mines at Columbia and Sonora, Tuolumne County, and mined for nine years. At the end of that time he purchased the farm on which he now resides: it contains 200 acres, and is principally devoted to the raising of grain and chiccory, situated about eight miles from Stockton on the east side of the Upper San Joaquin river. He owns, with Charles Dangers, a factory where they manufacture the chiccory into an article of merchandise; the factory is located two miles further up same river, on land of Dangers' brothers.

Mr. Ott was married in New York city to Miss Marie A. Wille, who was born in Germany in 1858. They have five children, viz.: Ottilie, Minnie, Freddie, Emma and Agnes.

BENEDICK GOOKE, a farmer of Elliott Township, San Joaquin County, was born in Prussia, Germany, January 7, 1828, a son of Lambert Gooke, also a native of Germany. When eighteen years old Benedick emigrated to the United States, landing in New York, where he remained but a short time, then went to Boston, Massachusetts. He resided there until 1852, working at his trade (he was a baker). In 1852 he came to California via Cape Horn, landing in San Francisco. From there he went to Stockton, thence to the mines. Not being very successful at mining, he returned to Stockton and went to work in the Avenue Hotel. At the end of two years he and a Mr. Lotman bought out the hotel, and ran it for one year. Then until 1859 he was engaged in the restaurant business with H. Bolles. Going to Virginia City, Nevada, in 1864, he engaged in the same business there, and remained until 1870. The next three years he spent in Stockton. In 1873 he bought a ranch of 160 acres, situated on the Mokelumne river, about two miles east of Clements.

Mr. Gooke was married in 1859 to Miss Mary Murphy, a native of Ireland. They have four children, viz.: Mary A., James L., Augusta H. and Lucy A.

S. D. WATERMAN.—No other educator has been so long or so intimately identified with the schools of Stockton since the commencement of her history as has he with whose name this sketch commences. Mr. Waterman is a native of Kennebec County, Maine, born September 14, 1842. His early boyhood days were spent in his native county, and then he commenced his education, which was finished at Bowdoin College, where he was graduated in the class of 1861. He had meantime commenced the profession of an educator, having taught two terms in the intervals between terms of attendance at school. After his graduation he went to Massachusetts, and taught at Mattapoisett one term. In 1862 he entered the service of the Union in defense of the old flag, enlisting in Company I, Third Massachusetts. He at once went to the front, joining Burnside in North Carolina, and thereafter took part in the movements and battles in that department until discharged. In 1864 he went to Louisville, Kentucky, where he taught in the public schools two years in the grammar department of the Tenth Ward Grammar School and two years as principal of the Seventeenth Street School. In 1868 he went to Greencastle, Indiana, and there served as city superintendent of schools for two years. From there he came to California, locating in Stockton, where he was appointed assistant in the high school, in which capacity he served one term. The Jefferson School was then opened, and he served as its principal during its first term. He then returned to the high school as vice-principal, which position he held until elected to the principalship, in 1883. Mr. Waterman was the Republican nominee for the office of State Superintendent of Public Instruction in 1882, and shared in the general defeat of the party in that year, caused by internal dissensions. As an

educator Mr. Waterman stands in the front rank, and it is generally conceded that his work in behalf of the public schools of Stockton and more especially the High School, has done more than anything else to give them their present high standing among the schools of California.

Mr. Waterman was married in Indiana to Miss Lizzie Williamson, a native of that State.

He has passed the chairs of Charity Lodge, I. O. O. F.; is a member of the Rawlins Post, G. A. R.; of San Joaquin Lodge, F. & A. M., and of the A. O. U. W.

SAMUEL DAVIES WOODS, of the law firm of Louttit, Woods & Levinsky, of Stockton, was born at Mount Pleasant, Maury County, Tennessee, September 19, 1844, a son of Rev. James and Eliza Ann (Williams) Woods. The father, a clergyman of the Presbyterian church, became identified with the history of that denomination in this community, being familiarly known as the pioneer Presbyterian minister of Stockton. (See sketch of that church in this volume, chapter XII., and also chapter III.) He died at Winters, Yolo County, October 10, 1886, aged seventy one. The mother, a native of York district, South Carolina, and a daughter of Rev. Aaron Williams, also a Presbyterian clergyman, died in Winters, Yolo County, January 3, 1883, in the sixtieth year of her age. Grandfather Woods, a native of Barre, Massachusetts, by occupation a farmer, lived to the age of eighty-five. One James Woods left London for Boston June 18, 1679, by the ship "Thomas and Susan," and it is probable that the family is descended from him. The children of Rev. James Woods are: S. D., the subject of this sketch, and the eldest; Rev. J. L. Woods, pastor of the First Presbyterian church at Carson City, Nevada; Hon. Henry M. Woods, formerly of Tombstone, Arizona, and Mrs. F. H. Jones, of San Francisco. Four are deceased,—John, Walter, Charles and George,—all dying in Stockton, the two latter after reaching manhood.

The subject of this sketch set out for California by sea, around Cape Horn from New York, with his father, in 1849, arriving January 12, 1850. Educated in the public schools of California, he read law about three years in the office of Hon. John Satterlee, late Judge of the old Superior Court of San Francisco, and was admitted to the bar of the Supreme Court of this State in April, 1867. He practiced law in that city as a member of the firm of Blatchley & Woods about two years, and afterward without a partner some eight years. He was married in San Francisco in 1872, to Annie Sholl, a native of London, England.

Becoming interested in the mines in 1878, he was engaged in hydraulic mining in Placer County about three years, then in Yuba County for about one year, and then mined for silver and lead in Inyo County, doing fairly well in these ventures, but eventually dropping all in further experimenting and prospecting. After seven years of "hastening to be rich," he resumed the practice of his profession in 1885, at Stockton, in partnership with Hon. J. A. Louttit and A. L. Levinsky, under the style of Louttit, Woods & Levinsky, which remains unchanged in 1890.

Mr. Woods is a member of Charity Lodge, I. O. O. F.; is President of the Yosemite Club, and Vice-President of the San Joaquin Valley Society of California Pioneers. He is also a member and Vice-President of the San Joaquin County Board of Trade, and chairman of the Citizens' Executive Committee for the development and improvement of the city of Stockton and the county of San Joaquin. There is no public work of the city or county that he is not more or less connected with, and might be called the universal chairman of every public enterprise. He is a Republican in politics, and his services are freely used by the party, as they are by the public generally, for the furtherance of whatever is of good report in this community. He holds a high place in the respect

and esteem of his fellow-citizens as a worthy representative of the best type of the legal profession, and is a strictly honorable and public-spirited citizen, whose labor and influence can always be counted on for the promotion of the best interests of Stockton and San Joaquin County.

EDWARD THORP, of Elkhorn Township, was born in Hart County, Kentucky, February 20, 1828, his parents being Allen and Permelia A. (Reynolds) Thorp, both natives of Kentucky. The father was a farmer by occupation and died when our subject was quite young. The mother is still living and resides in Henry County, Illinois, aged seventy-eight years.

Edward, the subject of this sketch, removed to Illinois when nine years old, where he resided with his mother and step-father until 1846, when he went to Mexico, remaining two years, then returned to his home. In 1850 he came to California, crossing the plains with horse teams. He followed mining for twenty-two months with moderate success, then returned East via the Isthmus. In 1853 he crossed the plains once more with his family, his wife and one child, for which purpose he had returned. One child died before they left Illinois. On his arrival he went to mining at Cold Spring, where he remained until 1855. He then came down and located the property on which he now resides. It contains 240 acres, situated five miles from Lodi. He now owns about 700 acres of choice farming land, on which he has made all the improvements. Part of their homelike and comfortable residence was built in 1855.

Mr. Thorp was married January 1, 1849, to Miss Elizabeth Henderson, a native of Ohio. They have twelve children living and two deceased, namely: Allen W., born October 22, 1849, and died March 22, 1853; Nicholas, born May 18, 1852; John B., August 17, 1854; Belle C., March 19, 1856; George J., October 9, 1857; Knox A., February 11, 1859; Eliza A., March 12, 1861, and died December, 12, 1862; Mary E., born April 27, 1863; Jason D., April 15, 1865; Zenas E., December 18, 1866; Sarah J., June 27, 1869; Katie P., May 3, 1871; Thomas H., February 28, 1873; Lulu, October 26, 1875. Mary E. is the wife of T. H. Watson; Belle C. is the wife of George Toni and Sarah J. is the wife of George McElroy.

Mr. Thorp farms 400 acres and rents 300. He has raised all of his large family without the services of a Chinaman; he has never had one on his place and never worn a shirt done up by them. He does a general farming business, raising hay, grain and stock. He fattens his hogs on corn every year in the old Illinois style. He also raises plenty of fruit and grapes for family use.

JOHN WILSON, a rancher of Douglass Township, San Joaquin County, California, was born in Greene County, Ohio, July 24, 1815, a son of John and Sarah (Mitchell) Wilson, both born and married in Mifflin County, Pennsylvania. They moved to Greene County, Ohio, about 1810, and from there to Washington County, Indiana, about 1823. The father, a soldier of the war of 1812, from Ohio, afterward a farmer, died about 1830, at the age of fifty-two, at his home in Indiana. The mother reached the age of seventy, dying also at the old homestead in Indiana. Grandfather John Wilson, an Irish emigrant, settled in Pennsylvania and was there married. He fought in the Revolution, and with his wife lived to an advanced age, both dying early in this century. Grandfather David Mitchell was also an Irish emigrant and a soldier of the Revolution and was married in Pennsylvania. The grandparents Mitchell also reached a good old age.

The subject of this sketch received but a limited education and helped his widowed mother on the farm until his marriage October

7, 1840, to Miss Elizabeth Calvert, born in Kentucky, December 20, 1814, a daughter of George and Sarah Calvert. Both died on their farm in Indiana, she a native of South Carolina, at the age of eighty-four, and he, a native of Virginia, at the age of seventy-three. In 1850 Mr. and Mrs. John Wilson moved to Iowa and settled on a farm in Davis County, where they remained fifteen years. They came across the plains in 1865 in a train of about 100 wagons, of which they owned three, one with two horses, another with three yoke of oxen, and a third with four mules, and six loose ones to use at pleasure, all of which were very valuable in those days. The trip took six months, from Davis County, Iowa, to San Joaquin County, California. Mr. Wilson bought 200 acres, in 1865, about ten miles east of Stockton on the Copperopolis road, near what is now called Holden Station. He traded some of his mules for eighty acres adjoining his first purchase, and in 1866 he bought twenty acres. In 1885 he bought another twenty, making a half-section in one body. In 1888 he sold eighty acres for a fruit ranch, and still owns 240 acres of excellent land. After first settling there in 1865 he farmed right along until 1877, after which he rented the ranch until 1889, meanwhile residing with his family on the place until 1884, when he moved to Stockton, where he remained until near the close of 1889. In 1871 the founder of Holden bought 100 acres and laid out a village plat, which, however, reverted to Mr. Wilson the same year, and the village plat was legally annulled in 1889.

Mr. and Mrs. Wilson are the parents of two children that grew to maturity, both natives of Indiana: Sarah Ellen, born in 1842, by marriage Mrs. S. M. Hughes, has three children: Laura, born in 1877; Lottie, in 1878; and John M., in 1880; all living with their mother on her father's ranch. William Duncan Wilson, born in 1844, received a good education in Iowa, and on the breaking out of the civil war he enlisted for three months, in 1863, and then reenlisted in the same year for the war. He lost his health and was discharged before the close of the war. In 1869, hoping to recover his strength, he went to Europe by way of New York, but neither that trip nor the care of physicians at home or abroad were of any permanent benefit, and he died unmarried on his father's place in 1872. Mr. John Wilson was brought up in the Presbyterian faith, but is not a member of any church. Mrs. Wilson is a member of the First Baptist church of Stockton.

LAFAYFTTE SELLMAN, deceased, was born in Canandaigua, New York, November 24, 1825. He was educated in the district school and brought up on a farm. He came to California in 1849, and went to mining in Sonora, and afterwards engaged in the cattle trade. He came to Stockton in 1868 and went into the laundry business, buying two lots for his home and business on the east side of Grant street, north of Main, and another across the street for his horses and wagons. In 1880 he began the use of steam and introduced all the modern conveniences and appliances necessary to place his "Stockton City Steam Laundry" in the front rank in that line of industry.

Mr. Sellman was married in Michigan, about 1847, to Miss Margaret Coon, by whom he had seven children, of whom only one survives, Charles Baltus Sellman, was born in 1868 and married in 1889, to Miss Maggie Sexton, a native of this State. His wife died young about 1877, and Mr. Sellman was again married December 18, 1878, in this city, to Miss Anna Shafer, born in Calaveras County, California, a daughter of Adam and Julia (Behrent) Shafer, both natives of Germany; the father, a rancher of Calaveras County, died in 1876, aged forty-seven, and the mother died in 1872, aged forty-six. By this second marriage he had six children, all of whom survived him, and five are living: Henry Lafayette, born September 22, 1879; Grace, February 26, 1881; Maud, September 30, 1882; Elsie,

November 12, 1886; Ivy Frances, January 2, 1889.

Mr. Sellman was a member of the San Joaquin Valley Society of California Pioneers, and of the Iroquois Tribe of the Improved Order of Red Men. He died at his home in this city, March 25, 1889, a member of the Central Methodist Episcopal Church, of which his widow is also a member.

WILLIAM BRONSON NUTTER, an attorney at Stockton, was born in Nevada County, California, December 15, 1859, a son of William M. and Julia A. (Murphy) Nutter. His father, a native of New Hampshire, enlisted for the Mexican war, in the First Mississippi Rifles, of which the late Jefferson Davis, afterward president of the Southern Confederacy, was colonel. He came to California in 1849 by the Panama route and engaged in mining for a few years, when he went East, about 1851, and was married in St. Louis, his wife being, however, a native of Boston. Upon their marriage they set out for this coast in 1852, and settled eight miles from Grass Valley, where they eventually became owners of 450 acres. His father was also interested in mines, with but little or no profit. He was a supervisor of Nevada County for four years, and a school trustee for many years. He was a charter member of Mountain Rose Lodge, I. O. O. F., at Rough and Ready. He died on his ranch in Nevada County, aged about fifty years. One brother at least is living in Fall River Mills, New Hampshire, who is over sixty years of age. William M. Nutter left two surviving children: the subject of this sketch and a daughter, Georgiana, now Mrs. Charles M. Paine; the latter, with her husband, is living with Mrs. Nutter, on the ranch in Nevada County. They have two girls, Mary and Daisy.

William B. Nutter was educated in the local district school, and afterward in Heald's Business College in San Francisco. He then read law in the office of Judge F. T. Baldwin, of this city. He was appointed deputy Recorder, then deputy Treasurer and finally deputy Clerk of this county, acting as clerk in department one of the Superior Court. He was admitted to the bar of this State November 10, 1885, and has since practiced in this city, being associated for some time with August Muenter. He was elected City Attorney by the city council in December, 1888, and was one of the board of fifteen freeholders who framed the new city charter passed by the Legislature in the session of 1889. He formed a law partnership with Martin DeVries, August 3, 1889, under the style of Nutter & DeVries.

Mr. Nutter was married in this city, April 20, 1887, to Miss Clara Belle Davis, born in Stockton, February, 1865, a daughter of Stephen H. and Caroline Davis. The father died August 19, 1885; the mother is living.

Mr. Nutting is Past President of Stockton Parlor, No. 7, N. S. G. W.

EDWIN J. McINTOSH, of Elkhorn Township, was born in Homer, Cortland County, New York, November 6, 1826, his parents being Jonathan and Anna (Crane) McIntosh. The father was a native of New York State, whose father was a Scotchman. The mother was a native of Massachusetts; her father was eight years in the Revolutionary war.

Edwin was reared on a farm and remained at home till fifteen years of age, when he started out in life for himself; in fact he has been self-supporting ever since he was eleven years of age. He learned the trade of carriage blacksmith, then went to Canada, where he worked at his trade, remaining until 1847, when he enlisted (by telegraph) in Company D, Tenth Infantry, under Captain Wilder, and served until August, 1848, when he was discharged at Fort Hamilton, New York. He went to Rochester, where he followed his trade until 1849, when he started for Mexico. He got as far as New Orleans and his funds gave

out. At that time the cholera was raging in that city. He remained three weeks, when he again enlisted in the army and served for five years in Company C, Fourth Artillery, under Captain S. C. Ridgeley. They went to Florida in 1850 and to Fort Lafayette in the spring of 1851. There the subject of this sketch superintended the raising of the first flag-staff, acting as Quartermaster and Quarter Sergeant. He remained there until the next spring, when the fugitave slave law was passeed, and was then ordered back to New York, thence to Ontario, then to Oswego, where he remained until August, 1853. Then he was ordered to Philadelphia, thence to Fort Independence, Boston Harbor, where he was discharged May 17, 1854. He sailed immediately for California, via the Isthmus. He came at once to Stockton and took up 160 acres of land in Elkhorn Township; he then went to work in order that he might earn money enough to put in a crop. He then began work on his property, remaining there until 1856, when he sold out to his brother, R. C. McIntosh, and went to Stockton and engaged in the livery business in partnership with George Blake, remained three months, when he withdrew and went to work for W. P. Miller at his trade. March 1, 1859, he went to Woodbridge and established a blacksmith and wagon-making shop, remaining until 1866. He built the first brick building in that town. In 1862 he purchased his ranch and now owns 480 acres, located on the Davis road.

Mr. McIntosh was married, January 9, 1862, to Miss Malancy D. Minor, a native of Massachusetts. They had seven children, namely: Carrie B., born April 21, 1863; Anna, June 27, 1865; George, August 9, 1866; Edwin, July 9, 1867; Adeline, September 6, 1868; Thomas B., September 6, 1869; and Malancy D., born July 15, 1871. The following deaths have occurred: Carrie died April 25, 1863; Anna, July 15, 1865; George, August 31, 1866; Edwin, November 30, 1869; Adeline, May 14, 1870; and Malancy D., July 24, 1871. Mr McIntosh was married a second time to Mrs. L. M. Blakeley, July 24, 1876. He is a member of the Masonic fraternity, which he joined in 1853; also of the Woodbridge Grange. In 1879 he was elected to the Legislature and was in the session of 1880, of 103½ days. Politically he is a Republican. He is well known by the early settlers of this county and his friends and neighbors of to-day, by whom he is highly respected.

MR. LEADBETTER.—Among the prominent educators who have been asssociated with the schools of Stockton, none have enjoyed a higher reputation for sound views and business methods than the gentleman whose name heads this sketch. He is a native of Maine, born at Leeds, Androscoggin County, August 14, 1838, his parents being Horace and Eliza D. (Shaw) Leadbetter, both of whom were natives of Kennebec County, Maine. W. R. Leadbetter spent his early boyhood days in his native county, and then commenced his schooling. He afterward attended the Maine Seminary (Wesleyan) at Kent's Hill, and also Monmouth Academy. His higher education, completed in 1860, was paid for by his own efforts, with money he obtained as compensation for teaching, which he commenced when but eighteen years of age. He followed his chosen profession in Maine (mostly at Augusta) until 1863, having meantime been honored with several terms as superintendent of schools of his native county. He removed to California, via Panama, in 1863, and taught his first term, in this State, at the Henderson school, near Woodbridge, San Joaquin County. After teaching four years in this county he went back to Maine, and was soon afterward elected to the Legislature of that State. He served out his term of office, remaining in his native State about a year, and then returned to California, again locating in San Joaquin County. One year later he was elected superintendent of schools of San Joaquin County, and served four

years in that office, by virtue of re-election. He then retired from the active pursuit of his profession, bought a ranch near Collegeville, and for ten years devoted his attention to agricultural pursuits. In the meantime, however, he was elected to represent this district in the State Legislature, and served in the session of 1880. Among the committees on which he did duty in that body were those on Education, and on Public Buildings and Grounds.

In 1884 Mr. Leadbetter removed into the city of Stockton, and in the following year was elected City Superintendent of Schools. He has been re-elected, and is now serving his third term, his administration of the duties of the office being eminently satisfactory to the citizens.

Mr. Leadbetter is a member of the A. O. U. W. In politics he is a Republican. He is a man of broad views and extensive experience in educational affairs, firm yet courteous in his business dealings, and is a very popular official.

T. H. DINNING, Vice-Principal of the Washington High School, Stockton, though one of the later additions to the public school staff, has already taken rank as one of the prominent educators of the city. He is a native of Maine, born at Bangor, Penobscot County, August 28, 1860, his parents being Thomas and Mary Dinning. His father, a Union soldier, was killed at the battle of Baton Rouge, and our subject was left an orphan at an early age. He commenced his education at the Maine Central Institute, Pittsfield, Somerset County, spending four years there fitting for college. He then entered Bates' College, Lewiston, Maine, where he finished his education. He came to California in 1882, locating at Stockton, and taught one term in the Stockton Business College. After that he taught in the district schools of San Joaquin County until 1886. In that year he again taught a short term in the Stockton Business College, and there was appointed to the principalship of the Weber school, taking the position in January, 1887. In 1889 he was elected Vice-Principal of the high school, and assumed the duties of his new position with the opening of the fall term, 1889.

Though yet a young man, Mr. Dinning has already had much experience in educational work, and it has been of such a character as to point to a bright career for him in the future.

MARION DE VRIES, an attorney of Stockton, was born in this county, August 15, 1865, a son of W. H. and Cornelia (Crowe) De Vries. The mother, a native of Virginia, died September 28, 1866. The father, born in Maryland in 1834, came to California in 1852, and followed the butchering business for ten or twelve years, running shops at different points in this and Calaveras counties. At an early period in his career he took up 160 acres, afterward increased by purchase until he became the owner of 760 acres, which he still holds in 1890. Was educated fairly well, and was elected a Justice of the Peace in this county. Grandfather Henry De Vries, also a native of Maryland, lived to be over seventy, and his father, also named Henry, died at about the same age. This Henry was the original emigrant who settled in Maryland, and both Henrys were farmers or planters in that State, the grandfather being also a carpenter. Grandmother Mary J. Crowe died in this county in 1868, aged sixty-four years.

M. De Vries, the subject of this sketch, received a regular collegiate course at San Joaquin Valley College, Woodbridge, California, and studied law in the University of Michigan, and was admitted to the bar in that State, June 13, 1886, and in this State July 2, 1886. Resuming his studies in the same university he was elected orator of his class of 143 members, and graduated at that institution June 28, 1887. Returning to Stockton he entered on the practice of his profession, being associated for some

time with John B. Hall, and formed a partnership with W. B. Nutter, August 3, 1889, under the style of Nutter & De Vries.

Mr. De Vries is a member of Stockton Parlor, No. 7, N. S. G. W.; of Woodbridge Lodge, No. 131, F. & A. M.; of Washtenaw Lodge, No. 9, I. O. O. F., at Ann Arbor, Michigan; of Nemo Lodge, No. 161, K. of P. of Stockton, and of Homo Lodge, No. 50, O. E. S., of Stockton.

L. L. DORLAND is the proprietor of the California Poultry Farm, which is located in French Camp, township of Castoria. This farm, one of the most successful of its kind on the coast, was established in 1880. Here are to be found the choicest strains of thorough-bred poultry, much of the stock being imported from the most noted breeders in the East. A large poultry trade has been built up, and is constantly increasing, not only with the people on this coast, but also with Japan. In the fall of 1890 over $1,800 worth of poultry was sent to Japan from this farm. Eggs for hatching are shipped to all parts of the coast, and even as far as Honolulu, and a fair hatch reported. Most of the chickens on this place are hatched by means of incubators, and two glass houses are arranged to accommodate a hatch of 1,000 chicks a month.

LOUIS HANSEL, a merchant of Stockton, whose "pioneer grocery store," on the southwest corner of Hunter and Channel streets, has been occupied as such since 1850, was born in Buffalo, New York, 1837, a son of Michael and Mary (Reileng) Hansel, both natives of Baden, Germany, who came to America in 1832. His father was born in 1796, and his mother in 1800. His father was in business in Buffalo for some years and at other points in the East. Both came to Stockton in 1875, and his father died in 1878, but his mother lived to 1880.

The subject of this sketch received a fair education, helped in his father's store in his youth and afterward learned the trade of carpenter. He came to California in 1855 and first worked at his trade a little, then in a hotel, and lastly tried mining, near Murphy's, all in 1855. The mining experience was very encouraging on the outset, as he happened to scoop up $50 in a few hours, only to learn very soon that such "finds" were very exceptional. Two and one half miles further on, or four miles from Murphy's, he and three partners dug in what they thought a promising place, dug and piled up dirt for a month, built a dam and bought sluice-boxes, only to find as net result $2 or $3 in gold dust. Disgusted, Mr. Hansel sold his interest in the sluice-boxes for a few dollars and struck out for Stockton. He went to work as a teamster until the Fraser river excitement reached this city, when he started for that region. Arriving in Victoria, whence there had been a stampede of workingmen for the new "diggings," he worked at his trade for a few days at $8.50 a day. He then went forward with some comrades as far as Fort Hope, when he concluded to return to Victoria while his companions should go ahead and ascertain what the prospect was on Fraser river. He was again at work in Victoria but a short time when the crash came and everybody was hastening back to Victoria, and wages soon fell to a minimum. He then returned to Stockton and resumed teaming to the mines about 1860. In 1861 he bought a team and outfit and did a good business. In 1862 he bought his present place, which is thought to have been run as a grocery store since 1850 at least. It is certain from the records that Captain C. M. Weber deeded the lot, 50 x 50 feet, on half of which it stands, to Ellen Murphy, apparently before his marriage to that lady, and that she sold it, still as Ellen Murphy, to Guillaume Bouillon, for $2,500. The latter sold it to C. C. Grellet, December 22, 1855, and he to Deftot & Chevalier in

1857, and they to Lottman & Meyer in 1860. In 1861 Lottman bought out his partner and Mr. Hansel bought out Mr. Lottman in 1862 and has held it ever since. In those first years he loaded many teams every day for the mining regions, but on the completion of the railroads in 1869 and 1870, his trade with freighters was cut off to a great extent. He, however, continues to ship goods in considerable quantities to different parts of the State, besides has city and county trade. He is a member of Truth Lodge, I. O. O. F., of Willow Lodge, K. of P., and of the Stockton Turn-Verein.

Mr. Hansel was married in this city in 1863, to Miss Katrina Pforr, a native of Hesse Cassel, Germany, who had come to California in 1860. They have six children living: Henry C, born May 26, 1864; Emma L., November 23, 1868; Kate M., May 12, 1872; Louis John, July 6, 1873; Fredrica C., October 17, 1875; and Gertrude May, August 23, 1878.

DR. R. W. HENDERSON, one of the ablest exponents of the profession of dentistry who has ever resided in Stockton, is a native of Lisbon, Maine, his parents being Orrin and Hannah (Staples) Henderson. His father was an extensive business man, engaged in several lines of trade and industry, notably those of manufacturer, speculator, shipowner and merchant. When the subject of this sketch was a child of about three or four years, his parents removed to Penobscot County, Maine. There he grew up and was educated in Charleston Academy. His earlier employments were in connection with the mercantile business. When he had reached the age of twenty-one years, having removed to Rockford, Illinois, he commenced the study of medicine in that city with Dr. Dewey, an oculist and specialist. His fine mechanical ability led him to the practice of dental surgery. After acquiring the profession he practiced in Illinois and Indiana. From there he went back to Maine, locating at Bangor, where he remained five years. In that city he built up an extensive practice, employing at one time three assistants. The climate there, however, brought on pulmonary complaints with him, and he was therefore compelled to seek a change, and late in 1858 decided to remove to California. He came to the Pacific coast via Panama, on the steamers "Atlantic" and "Golden Gate," arriving at San Francisco in January, 1859. He located at Stockton, which has ever since been his home.

Dr. Henderson was married in Maine, to Miss Amanda Pierce, a native of that State, they have four children, viz: Edward O., a resident of Seattle, Washington, where he is engaged in the carriage and wagon business; Maud, wife of Fred. Dorrance, now a resident of Portland, Oregon; Dr. Walter R., a graduate of the Dental Department, University of California, class of 1885, now engaged in practice in connection with his father; and Ella, his youngest daughter.

Dr. Henderson is a member of San Joaquin Lodge, A. F. & A. M., and of the Knights of Honor. He is a thorough master of his profession and a contributor to the literature of the dental profession. He has held the position of clinical instructor in the dental department of the University of California for several years. With his son, he has a large patronage.

ELIZABETH C. WILSON was the wife of John Wilson, who was born in Ohio, June 3, 1816. He came to California, in 1857, and, by his energy and industry, earned for himself and family a fine farm of 270 acres, which he bought in 1858. In 1880 he died leaving a wife and seven children.

His wife, Elizabeth C. (Sherman) Wilson, was born in Logan County, Ohio, August 6, 1841. At the age of four years she went to Logan County, Illinois, where she resided until sixteen years of age. In 1857 she came to California. Her parents were Jacob and Caroline Sherman, the former a native of Virginia, and the latter



A SAN JOAQUIN COUNTY COUNTRY HOME.

The Beautiful Residence and Barn of Mr. GEORGE L. MOSHER, Cherokee Lane Road.

of Maryland. Mr. and Mrs. Wilson were married October 18, 1857. They had a family of seven children, viz.: Eliza J., now the wife of G. Phipps; Mary E., wife of Mr. Thorp; Josie, John J., Samuel L., Hester A. and Lotta.

GEORGE L. MOSHER, one of our most substantial citizens, is a native of Oswego County, New York, where he was born August 18, 1841. When he was eight years of age he was left an orphan. His father, Lemuel Mosher, died of cholera on the Erie Canal, he being the owner of two boats that plied there. He was a young man at the time of his death, being about thirty-eight years of age, and was the head of a family of nine children, six of whom are now living. Our subject spent some time in New York after that, then went to Kane County, Illinois, where he remained up to 1857, when he fell in with a friend, who, seeing his industrious habits, advised him to go to California, offering to advance the money to pay expenses. This, however, Mr. Mosher refused, saying that he might die in the land of gold and then his would be benefactor would be deprived of his money. He continued at his work, and finally had enough to pay his way. He sailed from New York in November, coming by way of Panama, and landing in San Francisco, proceeded direct to Stockton. There he arrived sometime in December, 1857, $9 in debt. He went north on the Mokelumne river, and commenced chopping wood for McMullen & Beckworth, continuing till about the middle of May, and, to cap the climax, was swindled out of his wages. This was rather a hard experience for a young man in a new country. He then hired out to Trahern & McMullen, his work being to handle and brand cattle; his employers at that time were the largest cattle dealers in the country. After that he turned his attention to farming, working out by the month. In the fall of 1858 he purchased 131 acres of land, six and a half miles from Stockton, and worked the place awhile during the summer months. Next he turned his attention to teaming, carrying freight to almost all the little mining towns in this vicinity. In the spring of 1862 he made his first trip with freight to Virginia City, Nevada, and continued going there in the summer months for six years steadily. He had to encounter many hardships, but succeeded in making money at it. During this time his farm work was being carried on by hired men. When he found that there was no longer any money in the teaming business he gave it up, and since then has given his attention entirely to farming. In 1870 he purchased another tract of land, containing 240 acres, adjoining the land he already owned, making 371 acres in all. The ranch is situated on the Cherokee Lane road, and is devoted to grain-raising principally and to stock-raising. It is one of the best improved places in the county. His residence, a view of which appears in this volume, was erected in 1886, and in point of architectural beauty is one of the finest places in the county and a very valuable piece of property. Mr. Mosher's success in business has been a noted fact among our people, and can be attributed to his good judgment and business tact. He was married in December, 1866, to Ella Warner, a native of New York, who lived but seven months after her marriage. Mr. Mosher was again married in the spring of 1870, while on a visit to New York, to Martha Clock, a native of Oswego. They have a family of two children, a son and a daughter.

Mr. Mosher is a member of Truth Lodge, No. 55, I. O. O. F., of Stockton, which he joined when it was first instituted, December 18, 1884. He is a man of broad ideas, and has, by the intelligent direction of his labor, made himself independent. He is one of the best types of the hospitable Californian, and was one of the foremost in entertaining the visiting teachers when the National Educational Association held its meeting in California. When his beautiful and spacious residence was finished, he gave one of the most notable house-warmings that has ever occurred in the history of San Joaquin County.

It occupied two evenings, on one of which his friends from the country were received and royally entertained. On the other evening 150 leading city people, mostly from Stockton, enjoyed themselves in the handsome residence and about its beautful grounds, and sat down to a feast prepared in their honor by the host and hostess.

VALENTINE MASON PEYTON, a retired merchant of Stockton, was born in Stafford County, Virginia, July 11, 1820, a son of William Washington and Lucy (Mason) Peyton. (For parentage and ancestry see sketch of Enoch Peyton.) The subject of this sketch, the first grandchild of his grandparents on both sides, received marked attention in every direction. His education was promoted with special interest, and he entered Howard Academy, Virginia, at an early age. After a few years' study he yearned for more active work, and returned home to fill the position of clerk in one of his father's stores. At the age of twenty-one he began to work on his own account, and moved to Kentucky, where he clerked one year, and then taught country schools three years. His next change was to mercantile business in New Orleans, with his brother William W., born in 1824, who was engaged in the hay and grain trade in that city, and with whom he remained until the close of 1848.

In January, 1849, he left for California on the ship Architect, from New Orleans, around Cape Horn, and arrived in San Francisco May 27, 1849. He had brought a stock of merchandise, which he re-shipped to Sacramento, where he opened a store on Second, between J and K streets. The venture proved profitable, but after a year's labor Mr. Peyton's health became impaired, and he went to Honolulu, leaving his business in charge of two friends. Returning in 1851 with renewed vigor, he wound up his interests in Sacramento, and, having established a business connection with the bookkeeper of the house of Flint, Peabody & Co., of San Francisco, he opened a general store in Stockton, with Mr. Spier as partner, under the style of V. M. Peyton & Co. The new firm had been in business about a month when they were struck by the fire of 1851. They succeeded in saving some goods, but Mr. Spier preferred to return to clerking in San Francisco, and Mr. Peyton formed a partnership with Preston Morris, of New Orleans, without change of style. Mr Morris carried on a branch store at Mokelumne Hill, while Mr. Peyton conducted the main store in this city, the firm doing well at both points. In 1851 Mr. Peyton was elected to the city council, and in 1852 he proposed to his nine colleagues that they should each contribute $50 as a nucleus for a school fund, he pledging himself to collect from the citizens all that would be required over the $500 thus secured. Mr. Peyton formulated the first ordinance establishing the public schools of Stockton. Two schools were opened, Rev. Dr. Canders, who had been conducting a private school, taking charge of the boys' school, and Mrs. Woods the girls' school. He remained in the schools seven years as trustee, acting as secretary and treasurer of the board; and the first brick school-house, on Center street, was built during his connection with that body. A member of the city council five years, and its President four years, he revised and codified its ordinances more than once during his term of office. In 1853 the steamer City of Stockton was built, at a cost of $40,000, by some merchants of this city, including Mr. Peyton, and Mr. Peyton became the agent of the associated merchants. On her first trip to Stockton her boiler burst in San Pablo bay, and among other casualties Mr. Peyton was scalded from head to foot, but had the good fortune to be thrown into the cooling waters of the bay, and the equally good fortune of being taken aboard the steamer H. T. Clay and brought to Stockton. Notwithstanding these favorable circumstances, his life was despaired of for many weeks, and he was watched day and night for six months.

His case attracted widespread attention, and his final recovery in 1854 was regarded as little less than miraculous, and in May of that year he was elected City Assessor. Meanwhile his business was duly attended to by his partner and clerks, and was fairly prosperous for several years. In 1859 he was elected City Collector, being also elected Street Commissioner, and by re-elections held both positions for eight years. He took an active interest in church building, in the establishment of the Rural Cemetery, of which he was trustee and secretary and treasurer for seven years, and in the artesian well bored on Court House square for city and county, was appointed to manage its building, and acted as secretary and treasurer. In 1869 he was elected City Clerk, and held the position two years, when he resigned to go into the real-estate business firm of Peyton & Severy, which was continued two years. Mr. Peyton at the same time attended to farms which he owned. About 1873, at the request of C. H. Huffman, of Merced, he took charge, at a good salary, of his office, the business being chiefly buying and shipping wheat to San Francisco. In 1874 he returned to Stockton, and soon removed to San Francisco, where he remained several years engaged in real-estate business. Retiring from active pursuits, he returned to Stockton to spend his declining years amid the scenes of his active and useful labors in the past.

Mr. Peyton was married on the Bethel ship at San Francisco, by her brother in-law, the Rev. William ("Father") Taylor, the pioneer Methodist seamen's preacher, May 27, 1852, to Miss Harriet Virginia Kimberlin, born in Tuscumbia, Alabama, July 11, 1832, a daughter of Jacob and Harriet (Ritchie) Kimberlin, both parents having died in her youth. Miss Kimberlin came to California in 1849 with some relatives. Mr. and Mrs. Peyton are the parents of four boys and four girls: Mary Virginia, now Mrs. Langley, of San Francisco; William Edgar, in railroad business in Denver; Alice Mason, now the wife of M. G. Pritchard, of San Francisco, who has been a consul for Mexico nine years, resident in San Francisco; they have two boys and one girl; Grace Seamans, now the wife of W. F. McAllister, M. D., ex-quarantine officer of San Francisco; Robert Lee and Amy Lee, twins, of whom Robert is in railroad business in Denver, and Amy is the wife of Clarence Peyton Mallard; they have one child, Clarence; Valentine Mason, Jr., also in railroad business in Denver, is married to Miss Alice S. Sutherland, a native of California; Le Roy, a graduate of a business college in Los Angeles, where the family spent the years 1887 and 1888, is at present attending the high school of this city, preparatory to entering a law school.

WILLIAM D. SMITHSON was born near Winchester, Clark County, Kentucky, September 10, 1832, his parents being William Dabney and Eliza Jane (Edmonson) Smithson, both natives of Kentucky. In about 1837 they, with a family of six children, emigrated from Kentucky to Illinois, settling in Scott County, where they afterward lived. In Illinois two more children were born, making in all five sons and five daughters. The mother died in 1842, after which Mr. Smithson married again and had four children, two sons and two daughters. The subject of this sketch is the fifth child of the first marriage. He was raised from the age of five years in Illinois, where he resided until he came to California. He was brought up to work from the time he was able to. When ten years old he followed the plow, and from that time carried on all kinds of farm work. He made his home with his parents until he became of age, after which he worked for his father from September until the last day of March, 1853, when he started for California. He made the journey across the plains with ox teams, landing in Stockton after a journey of six months. He had about $100 in his pocket; he obtained employment driving ox teams, hauling hay from the valley up to Sonora. At the

end of a month his employer sold out, and he, being out of work, concluded to strike for the mines. He went to Georgetown, El Dorado County, and engaged in the mines in that vicinity, remaining there for about seven years, being quite successful. He then returned to this valley, and in October, 1860, settled in the place where he now lives. He first bought a quit-claim deed, and afterward entered the land —a quarter-section. In the fall of 1863 he purchased another quarter-section, besides which he has 160 acres on the south, with a road dividing it. The farm is under the best of improvements. When he first moved on it there were twelve acres under cultivation; since that time he has cleared the land and put it into grain, doing the most of the work himself.

He was married February 25, 1862, to Mary Ann Fuqua, daughter of Alfred G. and Mary A. Fuqua, a native of Missouri. They have six children: Nathan Hayden, Clara Alice, Minnie Jane, Lucy Lee, John Clay and Melvin B. They have lost one son, who died at the age of ten months.

Politically Mr. Smithson is a Democrat.

ICHABOD DAVIS HAMILTON, a pioneer in the steamboat enterprises of Stockton, was born in New Lisbon, Ohio, March 16, 1822, a son of Jonathan and Eleanor (Davis) Hamilton. The mother, born in Ohio in 1800, died in 1831. Her father, Ichabod Davis, a native of Maryland, settled on a farm in Ohio, and was there married. His wife died at the age of fifty, but he lived to be ninety-five. The paternal grandfather of I. D. Hamilton was an English emigrant who settled in New Jersey. Grandfather Jonathan Hamilton, Sr., born in that State May 13, 1761, served some time in the Revolution, and his brother rose to the rank of captain. Jonathan settled in Pennsylvania, where he was married to Susan Dilts, born in 1754, of Scotch-Irish parentage. In 1798 they moved to Ohio Territory and settled near New Lisbon. There the wife died in 1836, and some years later he was married again at the age of eighty-seven. His son, Jonathan, Jr., the father of I. D. Hamilton, born in Pennsylvania, July 19, 1797, and brought up in Ohio, died in Rising Sun, Indiana, in March, 1849. His sister, Susan, born in 1787, by marriage Mrs. Fife, died without issue in 1886. Another sister, Catherine, also a Mrs. Fife, died in December, 1884, aged ninety-one.

Jonathan Hamilton, Jr., was a merchant in New Lisbon from 1830 to 1839, shipping his stock on a flat-boat; he traded along the Ohio river to Cincinnati, where he opened a dry-goods store. In 1842 he moved to Rising Sun, Indiana, and there again carried on a general store until his death in 1849.

The subject of this sketch received the usual education of that period in that section of Ohio and assisted in his father's different stores from 1835 to 1849. In New Lisbon there was a prominent book department in the general stock, and he there acquired a love of reading.

Mr. I. D. Hamilton was married in Dayton, Ohio, July 17, 1847, to Miss Eleanor Evans, born in Fayette County, Pennsyvania, May 5, 1828, a daughter of Rev. David and Mary Ann (Bromfield) Evans. His mother's parents were Charles B. and Ruth (Bowers) Bromfield. Grandfather Charles B. Bromfield, a native of Fayette County, Pennsylvania, of English descent, was a soldier of the Revolution, and a large owner of land with coal mines, a mill and a tan-yard near the town of Bromfield, so called after the name of the family. He lived to the age of seventy, and his widow survived him many years, dying at the age of ninety-seven years. She raised a family of eight children, and afterward nine children, and donated lands for churches, schools and a public cemetery.

The maternal grandfather, Jesse Evans, a native of Delaware, of English parentage, moved to Pennsylvania and became the owner of considerable land. He was also engaged in the iron industry, running three furnaces. He was twice

married, having by the first marriage two children—Samuel, who became a lawyer of some note in Uniontown, and Eliza, who became the wife of Lawyer Wilson, of Morgantown. The second wife was Mrs. Mary (Fitzhugh) Monteith, a widow with two children, Thomas and James Monteith She was born in Maryland, of Scotch parentage, and was there married to her first husband. To Jesse Evans she bore two sons and two daughters, of whom the oldest was the future clergyman David. Jesse Evans was about seventy-two years old at his death.

David Evans, born in Fayette County, Pennsylvania, in 1808, became a minister of the Baptist Church, and preached for some time in his native county. His doctrinal views changed, he became a minister of the Christian Church, and was pastor of a church of that denomination in Greensburgh, Indiana, for three or four years, and then of one in Rising Sun, Indiana. He afterward returned to Pennsylvania and was accidentally drowned in Cheat river in 1862. He had been twice married, first to Miss M. A. Bromfield, born in 1810 and deceased about 1842, by whom he had five children—Eleanor, married to I. D. Hamilton, of this city; Ruth, an unmarried sister, also a resident of Stockton; Rebecca, now Mrs. William Buffun, of Los Angeles; Lewis, a jeweler of Pittsburg, Pennsylvania; Alexander, a steamboat captain in the Cincinnati and New Orleans trade. Mrs. Hamilton has a half-sister, Louisa Evans, the wife of William Bashford, a merchant of Prescott, Arizona, and a half-brother, George Evans, a jeweler of Pittsburg, Pennsylvania.

Captain I. D. Hamilton came to California in 1849, and went to mining in Mariposa. In 1850 he went East by the Isthmus route and New Orleans, being the first to return from the mines. He came back the same year with his family, crossing the plains for the second time, and settled in this county. He first rented the Rough and Ready ranch, but his crops proving a failure he moved in 1851 to the Charter Oak House on the Sonora road, which he conducted for a short time, and then purchased the Twelve-Mile House on the same road, which he carried on until 1864, farming about 1,000 acres at the same time. Before the close of that year he made a radical change in his business, abandoning hotel-keeping and farming for steamboating up and down the San Joaquin river, with Stockton as a center of operations. He built the steamers Fresno and Tulare for that trade, which he carried on until 1868, when he sold out and embarked in the real-estate business. In that year he bought his elegant residence on Beaver street for about $5,000. The grounds cover an entire block, which he has since improved by the erection of a number of houses, besides ornamenting the unoccupied portion with trees and plants.

In 1873 he purchased the steamer Clara Belle, of sixty tons, with which to tow barges along the river for the gathering and distributing of freight, which was transferred at Stockton. In 1878 he bought the Empire City, of 100 tons, for the same service.

Of late years Captain Hamilton has lived in retirement under his own vine and fig-tree. Mr. and Mrs. Hamilton have had three children who grew to maturity: Charles Ichabod, born December 27, 1848, learned the art of printing 1867 to 1870, but worked as clerk to his father nearly five years. In 1875 he purchased a job printing office, which he carried on for ten years under the style of C. I. Hamilton & Co. In 1886 he took charge, as superintendent, of the quartz-mining enterprise of his father in Butte County, about sixteen miles east of Chico. Mary F., born in Stockton, was married in 1880 to Thomas Phillips, M. D., now one of the assistant physicians of the State Insane Asylum; Jefferson Davis, born February 23, 1861, was educated in the schools of this city, and went to work in his father's office for some years. He was married March 18, 1883, to Miss Zelma S. Jefferson, born in this State, December 11, 1864, a daughter of Abraham and Sarah Jefferson; her father, born in Virginia, of the historic family of that name, died in this State in 1865; her mother, born in Indiana in 1841, is

living in this county. Jefferson D. Hamilton died in December, 1885, leaving one child, Eleanor Jeffry, born July 31, 1885. The widow and child reside on the family homestead. The deceased husband and father was a young man of much promise and marked business ability.

In 1886 Captain Hamilton invested in mining operations with Joseph Phillips, of Los Angeles, developing a quartz mine in Butte County, sixteen miles east of Chico, where they have erected a twenty-stamp mill.

JOHN D. GRUWELL, a farmer of Douglass Township, was born in Quincy, Adams County, Illinois, June 9, 1830, a son of Robert and Millicent (Daves) Gruwell. The parents, natives of Ohio, moved to Indiana in an early day, and thence to Illinois in 1828; and there Mr. Gruwell, Sr., became the owner of 160 acres of land, and remained a resident there until 1833, when he moved to Lee county, Iowa. May 3, 1849, with his wife and eleven children, he started for California. All these children were born in Illinois and Iowa, all are now living except the oldest, who died in 1852 at the sink of the Humboldt river, while crossing the plains. With them across the plains came also a brother of Robert, namely Jacob Gruwell, with his family. At Salt Lake City some Mormon acquaintances told them that it was impossible to go through to California by the northern route, as the grass was all burnt off. They wintered at Fort Utah, a distance of sixty miles from Salt Lake City, with their brother. Noah N. and Labin H. Gruwell went to Salt Lake City, found work, and there met a man named Page, whom their father had brought from Iowa, and this man, in company with a cousin, went to the council house and there heard the Mormons talk of murdering Jacob and Robert Gruwell, charging that they had been parties to the expulsion of the Mormons from Nauvoo, Illinois, and other certain localities in Iowa. The young men returned to camp and reported the danger. Therefore the frightened men started at once for California, by a circuitous route, leaving their families, who secured a Mexican guide and in three days started on the southern route for this State, their train being the first that ever passed that way. After many hardships, privations and also loss of cattle, etc., their progress became very slow, and soon their diet was confined to beef from cattle who had become too poor and weak to bear the yoke. It was seen that the women and children would all perish from hunger. James D. Gruwell and his older brother, in company with four others, left the train at a distance of 300 miles for the nearest Spanish settlement, the Cucamunga ranch, owned at that time by Don Prudone. They had been informed by their Mexican guide that the distance was only about sixty miles, and they took with them only four days' rations; when their provisions gave out they lost all hope. They toiled on, however, four days and three nights longer, without a drop of water or a morsel of food to eat except prickly pears. At Vagerous Springs they found a poor colt which had been left by Captain Waters' pack train and this they were not long in butchering and devouring. The next meal was a coyote, on the Mo jave desert, and after that only a few acorns until they reached the settlement. They returned to their families with six mules packed with provisions and twelve head of beef cattle, and arrived at the train in time to save the lives of their families and friends. They reached the Cucamunga ranch, September 23, 1849. Robert Gruwell and his brother, after eluding their enemies,—who were unaware that they had received any notice of the secret plot,— came on by the way of Marysville, Sacramento, Stockton, Los Angeles, and met their families 150 miles out from the settlement, and they completed their journey safely together.

The father and family remained at Cucamunga ranch until spring, and then moved up into El Dorado County, near Coloma, and engaged in mining there until late in 1851. The parents

and their younger children then moved into Santa Clara County, where the father had bought land. In June, 1852, with his eldest son, Noah N., he went East by the Panama route, where Noah N. was laid up seventeen days with the fever, from the effects of which he never entirely recovered. As soon as he was able to travel he completed the journey, assisting his father in buying some cattle, and married Sirena Cox, and the next spring started for California with a herd of cattle. He arrived at the sink of the Humboldt, but relapsed and suddenly died.

In 1857 his father sold out and moved to Lake County, this State, buying land and entering into agricultural pursuits and live-stock raising. In 1861 he moved back into Santa Clara County, where in the same year the mother died, aged fifty-four years. In 1883 he died, aged seventy-six years. At the same age also his father, John Gruwell, a native of Delaware, died in 1853. The mother had died several years before in Iowa, aged about fifty-five years.

Mr. John D. Gruwell went to work on his own account in 1849, mining. In 1851 he made his first purchase of land, adjoining Santa Clara, and consisting of thirty acres. Selling this, he bought, in partnership with his brother, Labin H., 160 acres three miles further south, which they farmed until 1857. Then selling out, they moved to Lake County, taking up Government land and following stock-raising and farming there until 1869. In 1870 John D. moved into this county and conducted a hotel at Peters, during the construction of the Copperopolis & Milton Railroad. In 1871 he bought a squatter's right to 160 acres of land, which he preempted, and on which he still lives, four miles east of Farmington. He has since increased the extent of his land to 720 acres. Soon after settling here he commenced raising wheat; at that time it was the most easterly point of the wheat-growing section of the valley. He has a good two-story residence, with all the necessary out-buildings, etc.

Mr. Gruwell was married in Santa Clara, June 19, 1854, to Miss Evaline C. Fine, born in Fayette County, Missouri, May 22, 1837, a daughter of Cornelius and Harriet Fine, both natives of Tennessee, who died in Missouri. Mr. and Mrs. Gruwell are the parents of five living children, namely: Harriet H., Nellie F., Robert C., Anna E. and Oscar. They have lost their first-born, Charles N., who died August 9, 1876, at the age of twenty-one years. Mr. Gruwell has been all over the State of California, and has finally settled in San Joaquin County, which he thinks to be the best portion of the State, where he is living at the present time.

GAETANO ALEGRETTI, the eldest son of Joseph and Giovanna (Bisagno) Alegretti, was born in Chiavari, a maritime town of North Italy, twenty-one miles southeast of Genoa, on the 22nd of June, 1841. His father was a distinguished sculptor of the province of Chiavari, and was noted for his skill in carving. His mother, a woman greatly esteemed by all her friends, because of her kind and pleasant manner, used to polish jewelry, to help to increase the income of the family; but she died quite young, leaving two sons almost infants. At the age of three years, Gaetano was sent to a private school till he was six, then for seven years he attended a public school taught by a priest, but he did not go regularly. In the evenings, he attended a public drawing school, for he early evinced a decided taste for art. After school hours, he assisted his father to carve. In 1856 he went to work in a shipyard to learn the trade, so as to be enrolled in the navy. He preferred the navy to the army, because in the former one has to serve only eighteen months while in the latter the term is five years. In 1857, his uncle, Pio Bisagno, who had been to California, returned to Italy to make a short visit. To him, Gaetano spoke of his father's situation, and of his desire to come to America, if he could arrange with his uncle Luigi & Bartholomew,

to pay his fare. In the spring of 1858, Rev. Antonio Bisagno, his uncle, told him that he received a letter from his brothers in California, telling Gaetano to make preparation for his trip, for his fare was paid as far as New York. He gave him a card bearing the address of a hotel, and said when he arrived at the above city, he should go to this place and there his uncles would forward the money, in care of the proprietors, to pay for the balance of the trip. This was happy news for him and he eagerly went home to tell his father. As he wasn't of age, it was impossible to obtain a passport to leave Italy. So, to blind the government, on June 13, 1864, he enrolled himself as a carpenter on a sailing vessel from Lavirono to Philadelphia to return again. Before leaving his home, he made a farewell visit to all his relatives, each of whom made him a small present in money that amounted altogether to sixty francs. When the time came for his departure, his father accompanied him as far as Genoa. Before embarking on the steamer for Lavirono, he bade his father good-bye and in shaking hands dropped into them the sixty francs, which at first his father refused to accept; but knowing he was in poor health he insisted that his father should keep it. Arriving at Lavirono a skiff belonging to the ship came to the side of the vessel he was on and a mate inquired if there were any passengers to go on board of the sailing vessel commanded by Captain Guerello, Gaetano answered, "Yes, there were three." The mate told them to pass down their trunks, mattress and blankets, but all that Gaetano had was his valise. The captain took pity on his meager outfit for such a long trip; so, the day before leaving the port, he bought him a blanket, some cigars and gave him an old overcoat. On board there were sixteen passengers, the most of whom were women. He was well liked by the crew and passengers. He assisted them when they were seasick and they in return for his kindness washed and mended his clothes. It took them three and one-half months to reach Philadelphia. On arriving the captain, knowing his destination was California, took him to the ferry-boat and paid his fare to New York and gave him one dollar.

On the next morning he reached New York. At the wharf there were hotel runners passing cards. He compared the card he held, bearing the address of the hotel he was to go to with each card that the runners passed to him, but none corresponded. These coachmen insisted upon his going with them, but not understanding a word of their language he couldn't place faith in them; so he stayed at the wharf for over two hours worrying, fretting and thinking what he should do till at last he saw across the street an organ-grinder who looked like an Italian. He went to him and asked if he knew where Perasso's hotel was. He said Yes, but it was quite a distance to it. He asked if he would take him to it; he answered he couldn't, because he was working for a boss, and if he knew that he had left his place he would discharge him. Gaetano then agreed to pay him for his trouble. This encouraged him and he took him to the place. When he got there Gaetano asked the landlord if he had any letters or money for him from his uncles at California. He said No: The answer was so sudden that it brought tears to Gaetano's eyes. The proprietor asked him what was the matter, and he explained his situation. Turning around to the organ-grinder, he opened his valise (the contents were a summer suit of clothes which he intended to put on to meet his uncles in San Francisco) and told him to take what he wanted, and if necessary to take all. Seeing his sincerity he was satisfied without pay. So, thanking him for his kindness, he bade the organ-grinder good-bye.

Three days later the steamer arrived from Panama, bringing the long expected letter with $100. Through the assistance of Mr. Perasso, Gaetano only had to pay three-fourths of the price usually paid by the steerage class. This took all the money that was sent, but he had to prolong his stay eleven days longer till the steamer would leave. During that time he worked eight days for an opera company, at one dollar

per night; but when it came to settlement, he was defrauded out of his wages. Then he left New York by steamer for Aspinwall. It took eight days to make the trip. As he was not accustomed to the food this trip seemed very long. After crossing the Isthmus he went aboard the steamer "Golden Gate." Here he got acquainted with the chief engineer, who spoke some broken Italian, and to him he complained of the food they gave to the steerage class and told him that he would be willing to work for the sake of receiving better food. The engineer arranged it so his desire was gratified. During the day he peeled potatoes and onions and in the evenings assisted to polish the copper wares. It took them twenty-two days to make this trip. When arrived in San Francisco, he went to an Italian boarding-house and ate a big dinner of the old country style. After dinner he asked the proprietor if he knew of a firm called Bisagno Bros. He said that he did and would send some one with him to show him the place. Before going Gaetano put on his new suit, which was very short, for he had outgrown it, and prepared to meet his uncle. The first thing that his uncle did was to have him taken to a clothing house and then to a barber. He stayed in San Francisco six months and worked in his uncle's wholesale crockery store on Clay street, and on leaving there he went to Stockton to work in his uncle's retail branch store there. His uncle owned an empty lot on the corner of El Dorado and Washington streets. About six months after his arrival in Stockton, his uncle decided to build a brick store on this lot and this Gaetano helped to build. When the store was completed his uncle fitted it out and Gaetano was to run it. His uncle told him that his indebtedness was already paid by his work and that he was now working for wages, at the rate of $20 per month. At the end of two years his salary was raised to $30 per month. He worked for one year longer. In the meantime he found it necessary to pick up English, French and Spanish and devoted most of his spare time in learning how to speak languages correctly.

After he left his uncle's employment he went in partnership with a cousin, A. Daneri, and opened a grocery store on the corner of El Dorado and La Fayette streets; one and one-half years later they bought their uncle's store and ran it together for eighteen months. The firm then dissolved and Mr. Alegretti removed to his present location, 403 Center street, where he has been since 1869. He has a splendidly stocked store and enjoys an extensive trade.

Mr. Alegretti was married in this city to Miss Maria Macchiavillo, formerly of Sori, Italy, on August 19, 1864, at the Catholic church, by Rev. M. McGrath. They have six children, the second of which is dead, viz.: Clotilda, Giovanna, Clorinda, Lenora, Nettie and Joseph.

On February 1, 1888, by the advice of his doctors, he made a seven months' visit to his old home in Italy, which added a great deal toward improving his health. His trip in going was all made by water, by way of Panama, which took him almost two months to make the trip; but when he came back he was satisfied to make it by land from New York to Stockton.

Mr. Alegretti is a member of the I. O. O. F. lodge No. 11; Knights of Pythias, No. 20, and of the Compagna Italiana de Bersaglieri, No. 1. He made his start here in Stockton, and is deserving of credit for his energy and pluck.

G. H. W. BRANDT, superintendent of the chiccory factory in Castoria Township, was born in Germany in 1840. He left his native home in 1855 for Texas, where he remained until 1859, when he went to Central America, remained two years, and then came to California, in 1861, where he remained. He then spent a year in Stockton, thence went to the banks of the San Joaquin river, ten miles from Stockton, where he started as one of the proprietors of the chiccory factory, which he has held since 1872. The capacity of the works is 5,000 tons of chiccory, which they ship mostly to Chicago, San Francisco and St.

Louis. They employ about 300 hands, counting those in the fields and the factory. Mr. Brandt owns a farm adjoining the factory which contains 133 acres, mostly devoted to the raising of chiccory.

He was married in Stockton to Miss Theresa Bachmann, a native of Germany, born in 1853. They have nine children, namely: Charlie, Freddie, August, Louis, Emil, Theresa, Dora, Mildred, and Oscar, who died in 1884.

BENJAMIN HOWARD BROWN, a grain and produce merchant of Stockton, was born in Salem, Massachusetts, April 15, 1824, a son of Thomas and Elizabeth (Howard) Brown. His father, born in Hamilton, Essex County, Massachusetts, lived to the age of sixty-five, dying about 1835, and his mother, a native of Salem, was seventy-seven years old at her death, about eighteen years later. Their daughter, Mary Ann, born in 1805, by marriage Mrs. Holden, is living in Salem. Another daughter, Mrs. Frances Henderson of the same city, is seventy-eight years old. Another daughter, Hattie L., is the wife of Captain William B. Bates, of Salem. A son, William H., of the Oak Hall clothing house, Boston, died in 1887, aged about seventy-three years. Thomas and Elizabeth Brown, of Salem, were the parents of thirteen children, all of whom arrived at maturity, and of whom three daughters and the subject of this sketch are living in 1889.

Grandfather John Howard was a well known sail-maker of Salem, and carried on an extensive business for the period in which he lived. He was a type of the old-time American in his style of dressing, as well as in high-toned, personal and mercantile habits of life. His grandfather, Abraham Howard, of the historic English family of that name, had been a Captain in the English navy, and had served in the Mediterranean against Algiers. Returning from the service he left London for America about the middle of the last century. His son, Joseph, a physician, who had emigrated from London to Barbadoes some years before, on learning that his father had settled in America, came here also. He was a man of considerable wealth and a great linguist, and was the father of John Howard, of Salem, Massachusetts.

The subject of this sketch learned the trade of tailor, and was married in Salem in 1846, to Miss Sarah Frances Felton, born in that city March 12, 1825, a daughter of James and Sally Gray (Walls) Felton. Her father, by trade a sail-maker, died in October, 1836, aged sixty-three; her mother lived to be a little older.

B. H. Brown left Boston for California on the ship Richmond, of the Baxter and Howe line, in October, 1849, coming around Cape Horn and arriving in San Francisco early in April, 1850. He went with the vessel to Benicia, where she unloaded, and where he and his comrade, a carpenter by trade, sold for $300 a frame house, 15 x 20 feet, which they had imported. He then came to Stockton, and with three comrades struck out afoot for Sonora. He remained at Wood's diggings and Sullivan creek for about one month. He gave up mining in May, 1850, and returned to Stockton. His first job was the digging of a well for Buffeen & Cook, forwarding merchants. He then went to Benicia for his baggage, and returning to Stockton started a tailor shop between the Corinthian Theatre and Weber office, on Commodore levee, on the north side of the channel. He dug a well, afterward known as the Blue Wing, and supplied water to consumers, in some instances receiving $30 a month. In his tailoring business he usually employed two journeymen, and sold suits for $100. He went into the manufacture of blue-jean overalls, paying $1 for the sewing of each pair, and selling them at $36 a dozen to traders. Mr. Brown was not only the first merchant tailor but also the first manufacturer.

Being rejoined in 1852 by his wife and their two children, born in Salem, Mr. Brown bought the building formerly occupied as the alcalde office, and also a small adjacent building owned

by Captain Weber, and changed his business late in 1852, opening an oyster-house restaurant or club-house, frequented chiefly by lawyers, politicians and old settlers generally. He served the first oyster-stew in Stockton, and was the first to make ice-cream, paying as high as 25 cents a pound for ice and $3 a dozen for eggs. In 1859 he again changed his business, and was the first to open a feed-store in this city. Across the channel from his old quarters he rented twenty-five feet of frontage on the wharf from the city at $25 a month, and there established his store. He had been engaged some time before in buying grain, and did something in that line for about four years.

In 1860 he purchased a whole block on Knob Hill, about one mile north of Main, on El Dorado street, where he has since resided. There was a house on the little knoll, built some eight or nine years before, and the price paid was $1,300. In 1864 the wharf was cleared of tenants by ordinance of the city council, and Mr. Brown built, on the levee, an iron store, 18 x 65 feet, to which he removed his business. The building was afterward destroyed by fire, but was soon rebuilt with brick, and with five other new buildings constituted what was known as the Produce block. By the purchase of the stock in an adjoining store he united the produce business to his grain and feed business, and for a time had associated with him his son and son-in-law, besides his daughter, who kept the books, and a hired salesman. Of late years the trade has been dwarfed by Chinese and Italian peddlers, but Mr. Brown still continues the business at 178 Levee street, under the style of Brown & Co.

The children of Mr. and Mrs. Brown are: Matilda A., born in Salem in 1847, now Mrs. George R. Martin, of Sacramento, has seven children—Howard, Amy, William, Elsie, Ethel, Georgie and Verna. Thomas Howard Brown, born in Salem in 1849, married Miss Carrie Williams of Santa Rosa, and has two boys—Chester and James. He resides with his family in his own home, near his father's. Fannie E. Brown, born in Stockton, is still associated with her father in business, and resides in the old home on Knob Hill; Alice M. Brown, also born in Stockton, now the widow of John P. Kafitz, born in Pennsylvania, of German parents, but brought up in California from the age of six years. Mr. Kafitz died in 1878 of heart disease, leaving a posthumous child, born May 31, 1879. Mrs. Kafitz and daughter are also sheltered under the old roof-tree on Knob Hill.

Mr. Brown has been a member of the City Council for two years (when Mr. Doak was mayor); is also a charter member of San Joaquin Society of California Pioneers.

DON CARLOS MATTESON, of Matteson & Williamson Manufacturing Company, iron-founders and manufacturers of agricultural implements in Stockton, was born in Genesee County, New York, May 18, 1827, a son of Stephen B. and Esther (Jones, by birth Sexton) Matteson. His father was a native of Vermont; his mother of New York, and thought to have been of the Mokawk Dutch descent. In 1832 they moved to Canada, where his father farmed for sixteen years. In 1847 they moved to Erie County, New York, where he followed the same pursuit and where his wife died October 8, 1864, in the seventy-second year of her age. His father came to Stockton in 1874, and in 1876 went to Detroit, Michigan, to live with his only daughter. There he died, February 25, 1879, at the age of seventy-nine, of injuries received by being thrown from a horse.

The subject of this sketch went to Naperville, Illinois, in 1845, and there learned the trade of blacksmith from his half-brother, A. S. Jones, spending three years as an apprentice and two as a journeyman, at $7.50 a week.

Mr. D. C. Matteson was married in Naperville, Illinois, September 19, 1849, to Miss Catherine Salisbury, born in Canada, September 7, 1828, a daughter of Christopher and Catherine (Cook) Salisbury, both natives of

Canada. They moved first to Syracuse, New York, and then to Illinois, where they settled on a farm not far from Naperville. They afterward sold and bought another farm between that town and Chicago. There her father died, at the age of seventy. Her mother died in Naperville about 1878, aged ninety-eight. Grandmother Cook (by birth, Seron) was 100 years old at her death. Grandfather Salisbury was accidentally killed in the infancy of his son Christopher. His widow, by second marriage Mrs. Hess, lived to an advanced age.

Mr. Matteson came to California across the plains in 1850, arriving in Placerville on July 13. He went to mining in that vicinity for a few weeks, averaging about $8 a day. He left that to find something better, trying Rich Bar on the north fork of Feather river. He had left millions in gold dust behind him and wandered off in a vain search for richer deposits only to be disgusted with the result. Bidding adieu to mining and prospecting he set out for Sacramento, where he found work at his trade at $8 a day and board. After six weeks he was taken sick and though confined to his bed only three days it was three months before he could do any heavy work. In this emergency he started an eating stand at the old horse market, being able to wait on the table though still under medical treatment. He sold apples at twenty-five cents each, and grapes at a dollar a pound, mush and milk at fifty cents a bowl as fast sometimes as he could dish it out; after selling half a barrel a night his average gains were about $30 a day, and he soon accumulated $1,400. Again he could not let well-enough alone and on recovering his strength the mining fever seized him under the persuasion of some comrades. He sold his stand for $50, being in mad haste to again try his fortune in the mines, leaving the equivalent of a gold mine behind him. The purchaser made $4,000 in four months, while the seller, going back to the north fork of the Feather river made haste to sink what he had accumulated. Three comrades and himself dammed the stream at Twelve-mile Bar, he supplying the means; result, the loss of his money. That was in July, 1851. He then went to Downieville and worked with two others, a father and son, who kindly gave him an interest in their claim in Blue Hill, but all three lost their labor. He then went to Durgan Flat and worked a few weeks for $8 a day. He then bought a half interest in a claim and in four weeks made $1,200 besides paying for his purchase. Soon afterward he had a narrow escape from death, a large mass of earth and rock having caved in while he was at work. Escaping with a severe strain of the shoulder nearest the drift he sold his interest the next morning and soon afterward set out for Illinois with the intention of never returning. Going by the Panama route it cost him $700 to get home, leaving a net result of $1,000 as the fruit of all his labor and trials and experience at gold-seeking. But his experience at Naperville, Illinois, soon turned his thoughts to California. He went to work at his trade at the old rate of $7.50 a week, the hours of labor being from daylight to nine o'clock at night. He had worked about three weeks, when on going to the shop one morning he found everything so frozen that the poker actually stuck to his hand. He quit then and there with the determination to strike again for California as soon as possible.

In the spring of 1852, with one wagon and five horses, and in company with a few other teams and their owners, he set out with his wife for the Pacific coast. Arriving here he sold his wagon and horses for more than the round trip had cost him, and found himself in possession of $1,850. Having stayed a month in Placerville they came to Stockton in September, 1852, and have resided here since, except one visit made by Mrs. Matteson in 1876 to her relatives and friends in Illinois, Michigan and New York. She had intended to be gone six months but promptly cut it down to two, so uncongenial did she find the Eastern climate.

In the autumn of 1852 he bought a lot on the corner of Main and Grant and put up a

blacksmith shop, paying eleven cents a foot for the lumber. He carried on the blacksmith shop at that point for several years, having two or three forges in constant use. About 1860 he moved his shop to the lot adjoining the Central Methodist Episcopal church, and there constructed a reaping-machine, which was quickly knocked out by the headers, at a loss to him of $2,000 in three months, in that venture. He then bought the lot where Commercial Hotel now stands and moved his shop to that point. In 1865 he formed a partnership with Mr. T. P. Williamson, who is still with him. In 1867 he obtained a patent for his reversible gang-plow, and afterward for his fork and derrick by the use of which two men can do the work of fourteen, and next a horse-hoe for weeding purposes. In 1868 he made some improvements on a combined harvester, Marvin's patent, still in use on some ranches in 1889, and highly prized by the owners. Matteson & Williamson remained on the Commercial Hotel lot until their works outgrew it. They still own the place with the improvements thereon, receiving a rental of $452 a month from hotel and stores.

In 1870 they purchased for $7,500 the block bounded by Main, Market, Grant and Aurora streets, their present location, and erected the foundry and what are now called the old sheds, and in 1883 four new buildings, where they manufacture plows and the harvester known as the Harvest Queen. Of these they built six in 1886, twenty-five in 1887, sixty in 1888, sixty-one in 1889 and will build at least sixty-one for 1890.

They employ from thirty to sixty hands, nearly all skilled workmen, having fifty-seven in October, 1889.

In 1887 and 1888 Mr. Matteson received patents for two valuable improvements on the Harvest Queen. His last invention is an improvement on a plow, adapting it to adobe land, being strong and simple of construction, the plowshare being such as can be replaced by any blacksmith not a novice in plow-making. Their agricultural works comprise a planing-mill 80 x 140 feet, two stories high; a blacksmith shop of about the same dimensions, one story; a machine shop 85 x 140 feet; an office 30 x 60. The foundry has a moulding floor fifty feet square.

Mr. and Mrs. Matteson have three children, all born in Stockton: Julia Alice Matteson, born March 27, 1853, married January 24, 1871 to John R. Williams, a native of Missouri and a druggist by profession, has two boys: Walter E., born November 1, 1871, now a clerk in his grandfather's counting room, and J. Harry, born in 1879. Walter Carlos Matteson, born March 22, 1856, was brought up to his father's business and worked for him about eight years. He then started a carriage and plow shop in Oakdale, which was burned down in 1885. He is now a foreman in the Shaw Plow Works. He was married August 24, 1876, to Miss Mary Eggleston, a native of this State. They have a son and daughter. Edward Jerome Matteson, born May 15, 1859, learned his father's business, but thinking farm work more healthy has of late years followed that business. He was married October 12, 1880, to Miss Ann Eliza Bissell, born on her parents' farm on the Calaveras in September, 1858, where they now live; they have one daughter.

Mr. and Mrs. D. C. Matteson are members of the First Baptist church of Stockton, and Mr. Matteson is a member of Stockton Lodge, No. 11, I. O. O. F. He was also a member of the city council one year.

JAMES JOHN EMSLIE, a farmer of San Joaquin County, California, is a native of the highlands of Aberdeenshire, Scotland, where he was born July 19, 1819, his parents being John and Jane (Cumming) Emslie, the former a native of Morayshire and the latter of Aberdeenshire. They have always made their home in Scotland. The mother is still living, at the age of ninety years. In the family there were eleven children, five sons and six daugh-

ters: three of the children are residing in California.

The subject of this sketch made his home with his parents until about nineteen years of age. In the fall of 1839 he left Great Britain for the United States, sailing from Liverpool for New York, where he arrived in February, of the following year. On his arrival he was "about broke" as he terms it. He made arrangements to have himself and baggage taken to a boarding house, where he remained three weeks. After securing a job, he went to his landlord and said he was going but could not pay his board just then. The man made him pawn his baggage, which he did, realizing $5, $3 of which he paid the man, leaving $2 in his own possession. He went to Lodi, New Jersey, between New York and Newark. From that time on he made his residence principally in New York State, working at the bricklaying trade, at which business he continued up to the time he came to California. Leaving New York, February 8, 1849, he made the journey across the Alleghany mountains, overland, as far as Cincinnati, then took the river boat for New Orleans; from there he steamed across the Gulf to Rio Grande City, on the Rio Grande river, where he purchased two mules and went through Mexico, part of the way over the trail of General Taylor, arriving at San Diego, thence proceeded to Los Angeles, where he stayed two weeks: was there at the time the new constitution of the State of California was adopted. He made the trip from San Pedro to San Francisco in a sailing vessel. He mined in Shasta County for the greater part of a year. In the fall of 1850 he returned to New York State via Panama. After remaining there two years he concluded that California was the better place in which to live. Accordingly February 5, 1853, he again started for California via the Nicaragua route. He followed his trade in San Francisco for seven years. In 1860 he settled on the place where he now lives. His wife and family had come out in 1855. The first piece of land selected by Mr. Emslie was afterward abandoned on the suggestion of his wife; and the little miner's cabin which they had purchased was transferred to their present place, where it was their home for some time. Here he has resided ever since. The ranch contains two quarter-sections of land in Liberty Township, near the Elliott Township line.

Mr. Emslie was married at Yonkers, Westchester County, New York, February 4, 1847, to Margaret Eliza Post, a native of New York city. The family consists of eight children, namely: Orin William, Christian Tripler, Mary Jane, James Jamison, Eric Warnock, Maggie Crawford, Carrie, Charles Cumming.

BENJAMIN ALLEN WOODSON, a successful farmer, is a native of old Virginia, born in Pittsylvania County, December 9, 1824, son of Stephen Daniel and Salina (Posey) Woodson, natives of Virginia. Both grandfather Bob Posey and one uncle, Joseph, and grandfather Drury Woodson, of Scotch and Dutch descent, were in the Revolutionary war; the latter lived but a year after the termination of the war; the former was wounded through the hips and knees, but lived for several years. Stephen Daniel Woodson emigrated with his family to Missouri about the year 1832, and settled in Pike County, twelve miles from Bowling Green, the county seat. There he made a home for his family, and there he died. His wife survived him some three or four years. They were the parents of eight children, seven sons and one daughter, of whom five are now living.

B. A. Woodson, the subject of this sketch, made his home with his parents till the year 1842. When the family moved to Missouri, they went to an uncle who had been there a year and had a little log cabin about 30 x 16 feet, with one door, no windows, and a fire-place that took up about six feet. Our party arrived there on Christmas day, and remained in that cabin till the latter part of March, when

Stephen moved out, living in a hut till he had another cabin completed. Their bedding consisted of deer-skins spread over a dirt floor, and their clothing over them to keep them from freezing. Corn was considered to be a luxury, their principal food being venison and wild honey. Wild game was plentiful, but ammunition was hard to obtain. This is a fair sample of what people had to contend with on going to Missouri in the early days.

When our subject was in his twenty-first year he began to work for wages, the most of which was given to his parents to help them along. In 1853 he decided to come to California, bringing with him his wife and child. He started April 2, 1853, with a wagon drawn by four yoke of oxen and one horse; the provisions and clothing in the wagon completed the outfit. After a long and weary journey across the plains, which occupied nearly five months, they landed at Diamond Spring, in El Dorado County, September 2, 1853. Mr. Woodson went to mining, which occupation he followed till the latter part of October. He then went to hauling freight, May 1, 1854, from Sacramento to the mines at Diamond Spring, Mud Springs, Placerville and Coloma. At this he made considerable money, and continued it and mining up to 1858. He then came down to this valley, and purchased his ranch in November, paying $450 for a quit-claim deed. In 1863 he paid $375 for another quit-claim deed to another quarter-section adjoining his land on the north. The railroad was then trying to make trouble over the right to this land, and in order to avoid any trouble with them, Mr. Woodson told his wife's father, John Bounds, who was there living with him, to go and locate on it, but before he could enter the land he took sick and died. Mr. Woodson then had to enter the land in the name of the heirs. Then in order to get a deed from all the heirs, he wrote to them and explained the circumstances, which has occupied the last twenty years, and it was only a few days ago that he got the deed from the last heir. Besides this, Mr. Woodson has since purchased 166 acres near the home place, and 320 acres in Sacramento County, all of which is farmed by himself and sons. His life has been one of constant toil, which has at last received some reward, and we can safely call him one of our most successful farmers.

Mr. Woodson has been a member of the Christian church since 1856, and we can safely say that he has lived the life of a Christian since that time up to the present day. For the past twenty years he has acted as an Elder in the church.

His first wife, to whom he was married in Pike County, Missouri, in 1848, was Polly Van Noy, a native of North Carolina, who died April 11, 1852, the mother of two sons, William Gilford, born July 16, 1849, residing in Fresno County, and Nathaniel Franklin, born December 13, 1850, died October 22, 1851. Mr. Woodson was married to his present wife, Mary Ann Bounds, in Pike County, Missouri, October 14, 1852. She was born in Scott County, Virginia. They have had six children: John Canyon, born August 4, 1853, on the Humboldt; James Gordon, June 6, 1856; Benjamin Franklin, November 19, 1858; George Washington and Martha Jane, born May 27, 1862, and Cordelia Frances, born March 10, 1867, died May 12, 1867.

CHARLES W. COMMINGS, of Elliott Township, was born in Grafton County, New Hampshire, March 6, 1842, a son of Drury F. and Lavina (Lewis) Commings, the mother a native of Vermont, and the father of New Hampshire. The family record is traced back to John Commings, of Rowley, Massachusetts, who came from England in the great immigration to the United States in 1630. Sergeant John Commings, of Dunstable, Massachusetts, son of John Commings, was one of the first actual land-holders in Dunstable, and one of the selectmen or townsmen, in 1682; he was a soldier in the Queen Anne's war of 1702,

was taken prisoner by the Mohawk Indians in the assault on the Weld Garrison Dunstable Blockhouse, July 3, 1706; his wife with six others were killed. John Commings, son of J. Commings, of Dunstable, was born July 7, 1682; he was also one of the selectmen of the town of Dunstable in 1711, and commanded one of the seven fortified block-houses. Ensign J. Commings, son of J. Commings, of Massachusetts, was born in Groton, October 10, 1711, was in West Dunstable in 1738 and signed the first petition for the charter; he was the father of the Rev. Henry Commings, D. D., the first minister in Billerica, and of Captain Jotham Commings, a soldier in the French war of 1755; he was the ensign of the first militia company in West Dunstable in 1744, and died October 25, 1747, aged thirty-six years. He was born December 29, 1741 and was a soldier in the French and Indian wars in 1758 and was with the Hollis soldiers at Crown Point, New York; was one of the first settlers of Plymouth, New Hampshire; a lieutenant in the company of H. H. Rangers in 1775, and for many years was a deacon in the Congregational Church; he died at Plymouth April 1, 1808, aged sixty-six years. Anna (Brown) Commings, his widow, had ten children, and lived to see sixty-eight grand-children and twenty great-grand-children. Drury F. Commings, the father of our subject, was also a captain in the Mexican war; so we see that from the earliest period of the family history they have all been soldiers and defenders of their country.

The subject of this sketch was raised on a farm and remained there until seventeen years of age, when he left home, went to Springfield and enlisted in the army in Company I, under Captain Kobbs, September 15, 1863. He was in several engagements, in which he took an active part. In the battle of the Wilderness, May 4, 5 and 6, 1864, he was on the extreme left in General Davis' brigade, and had his horse killed under him in a charge on the rebels, but catching another riderless horse he soon joined his comrades in the fight. In a terrific skirmish on the Chickahominy, which resulted in a loss of 500 men, he was reported as being among the missing; he was taken prisoner, and, with a guard, started for Richmond; when within a few hours' march of Libby Prison, he and some comrades, watching their chance, made a break for the brush; the guard fired upon them and killed all but our subject and one of his comrades, who succeeded in escaping and returning to their company December 25. He was afterward transferred to Company H, under command of Thomas L. Motley. He was in the engagement at Four-Mile creek with the rebel D. H. Hill and Longstreet's corps; and so on throughout the war, always to the front and ready for action until the close of the war, when the white flag was presented with Lee's surrender to Grant's command. He was discharged with the rest at Cloud's Mills, Virginia, June 26, 1865. In 1866 he left Springfield with a party of 300 for Helena, Montana, going via St. Paul, Minnesota. He left St. Paul May 1, with an outfit of 100 wagons, 200 oxen, costing $9,000, and supplies for one year, under the command of J. S. Fisk, and arrived in Helena with the train in September. They were in a fight with Indian stage robbers on the stage route, leading to Stevensville, in 1867, with a party of men sent to capture them. They surrounded the Indians, who were lying concealed in a ravine waiting to attack the next stage coach, and at a signal they all rushed in and opened fire on them: not one of them escaped. He was engaged in mining at Helena with W. B. Harlan until July, 1868, when he left there for the Pacific coast. He was in Oregon in 1869: from there came to California, where he and another man purchased a lot of sheep in the southern part of the State and drove them across the great American desert of 100 miles into Arizona in 1871–'72. He was engaged in lumbering at Trinidad, on the Humboldt Bay, in 1875–'76.

In November, 1876, after an absence of twelve years and an unbroken silence as to his whereabouts, he made a visit home, remained a



Residence of CAPT. C. M. WEBER AT STOCKTON in 1850.

The lumber in this building cost one dollar per foot.

month, and returned to the State of his adoption. In the spring of 1877 he organized a party and went to the regions of the Black Hills; left there October 1, and returned to California. He went to Stockton, and from there to Lockeford, where he purchased 160 acres of choice farming land, situated fifteen miles from Stockton and four from Lockeford. He was married to Mrs. Alice Bradburn, February 18, 1878. They have two children: Mary and Charles W.

CAPTAIN CHARLES M. WEBER, deceased, the father of the city of Stockton, was born February 16, 1814, in Hombourg, department of Mont Tonnerre, which province the next year after the battle of Waterloo, passed from the French government into the kingdom of Bavaria. His parents were German. His father, a Protestant minister, desiring him also to enter the ministry, gave him an academic education, and was just starting him in a collegiate course when his health failed, and he had to quit students' life. His tastes led him into mercantile pursuits, to which he was well adapted.

In 1836, accompanied by a young cousin named Engelmann, he emigrated to America, landing at New Orleans in the winter. It had been his intention to visit a relative, Judge Hilgard, a resident of Belleville, Illinois, but who, in Germany, had been a Judge of the Court of Appeals, and whose son is now Professor Hilgard, of the State University at Berkeley, California. The Mississippi river being blocked with ice, the cousin of our subject pushed on for Illinois overland, but Mr. Weber determined to remain in New Orleans, which he did, and again became interested in commercial pursuits. In 1837 the yellow fever appeared in the South, and Mr. Weber was one of the victims. After his recovery he went to Texas, where he served under Sam Houston against the Mexicans. In 1840 he was again taken sick, and acting under advice left that region. In the spring of 1841 he was in St. Louis on his way to visit his relatives at Belleville, Illinois. While in St. Louis he became intensely interested in the "country by the Pacific shores," through meeting intending emigrants, and reading the glowing description published by Dr. John Marsh, a resident of San Joaquin valley, and he decided to postpone his visit to his relatives and to visit that new land. When he departed he left his papers with some parties in St. Louis, who sent them to Judge Hilgard. The latter supposed that young Weber had died, and was so considered for a long time thereafter. He came overland with the famous Bartelson party, elsewhere described in this volume. His intention was to remain only through one winter and then return to Louisiana and Texas. He spent the winter at Sutter's Fort, as overseer and assistant for the Swiss captain. While there he found a quantity of seeds which had been laid away and apparently forgotten. They had been sent to Sutter by William G. Ray, of the Hudson Bay Company, as a friendly expression of good will. Mr. Weber planted this seed as an experiment. There was a variety, comprising among other things three kinds of tobacco and several varieties of flowers and vegetables. The experiment proved a grand success, and in the spring Sutter's Fort seemed like an enchanted fortress built in the midst of perennial gardens.

During this winter Jose Jesus (pronounced hozay hasoos), the celebrated chief of the Siyakumna tribe, visited the fort, and Captain Weber cultivated amicable relations with him, which proved of great advantage in subsequent years. In the meantime he saw with piercing eye obscure signs that California would eventually become one of the United States, or at least a separate government from Mexico, and he therefore knew which way to cast his anchor. In the spring he visited San Jose, and concluded to remain. Establishing a copartnership with Guillermo (William) Gulnac, he was enabled to do a very large business. They built in 1842, and thenceforward ran a flouring mill at San

Jose, made sea biscuit, manufactured shoes, soap, etc. They were the first manufacturers of shoes in this State.

By the advice of Weber, who was not yet a Mexican citizen, Gulnac petitioned Manuel Micheltorena, July 14, 1843, for a grant of eleven square leagues of land (about 48,747 acres), to be located in the vicinty of French Camp in the San Joaquin valley. The reasons why Weber preferred the east side of the river were, first, the belief that the river might form the line between Mexico and the segregated province in the case of division; and secondly, the greater safety in being on that side which was protected by the Hudson Bay trappers, during a portion of the year at least. About this time the commercial partnership was dissolved, the Captain becoming the successor to the business, and Gulnac, together with his eldest son Jose and Peter Lassen, took their cattle and Captain Weber's upon the land applied for, first making their headquarters where Stockton now is; but, as the Hudson Bay trappers had left for the summer, they began to fear molestation by the Indians and moved their camp to the Cosumnes river where they would be near Sutter's Fort for protection.

The attempt to settle the expected grant failed because of the fears of Gulnac, and Captain Weber obtained a passport from the Alcalde of Sane Jose and visited Sutter's Fort, with the view of seeing the Indian chief Jesus and making a treaty with him if possible. He was successful, as the chief was at war with the Mexicans, and Weber promised to aid him in case of war between the Americans and native Californians, or Mexicans. This friendly alliance remained unbroken to the end. The chief advised the building of the American village at the present site of Stockton, and agreed to provide all the help necessary in the tilling of the soil and to furnish a war party when called upon to defend the settlers' property against either Indians or Mexicans. The Captain was generous in his presents, and a friendship was started at the interview that lasted during the life of Jesus. The San Joaquin river was indeed practically the line between the Mexicans and that portion of this valley defended by Jesus.

January 13, 1844, the Governor of California granted Gulnac the tract of land for which he had petitioned, known as "El Rancho del Campo de los Franceses," which in English means "The French Camp Ranch;" and this was afterward transferred to Captain Weber.

The next conspicuous period in the Captain's life was that which he devoted to the Micheltorena war, given at length in the chapter on the conquest of California. He continued his residence at San Jose from 1842 to 1847, engaged in merchandising, when he settled upon the peninsula here which still remains as the old homestead. This in the prime of his life was kept in tasteful style. Speaking of his gardens in 1860, the eminent traveler and writer, Bayard Taylor, says: "We were greatly delighted with our visit to Captain Weber, who has transformed a tract of land between the two arms of the slough into a garden. There is a no more delightful villa in existence. A thick hedge, outside of which is a row of semi-tropical trees, surrounds the peninsula. The gate opens into a lofty avenue of trellis work, where the sunshine strikes through pulpy branches of amethyst and chrysolite, while on either hand beds of royal roses of every hue fill the air with odor. The house is low but spacious, with wood-work of the natural redwood, scarcely less beautiful than mahogany. Vine-covered verandas surround it and keep off the sun, and every window discloses a vision of plants that would be the glory of any greenhouse on the Atlantic coast. In Mrs. Weber I found an old acquaintance of my former visit. Well I remember the day when hungry, hot and foot-sore I limped to the door of her father's house on a ranch in the valley of San Jose and found her reading a poem of mine. Her father saddled his horse and rode with me to the top of the mountain, and her own hands prepared the grateful supper and breakfast that gave me strength for the tramp to Monterey.

The garden delighted us beyond measure. The walks were waist-deep in fuchsias, heliotrope and geraniums. The verbenas grew high above our heads, and the pepper-trees, with their loose, misty boughs, hailed us as do friends from Athens. A row of Italian cypresses, straight and spiry as those which look on Florence from San Miniato, were shooting rapidly above the other growths of the garden. How they will transform the character of this landscape when at last their dark obelisks stand in full stature!"

For many years this garden was open at all times to the public; but the unexpected floods of 1861–'62 and city improvement, wharves, etc. ruined the garden's plan and necessitated the removal of plants and trees, many of which have been transferred to the grounds of St. Agnes Academy.

After his location upon his ranch here, the history of Captain Weber's life and that of the city of Stockton are so nearly identical that to continue his biography we must refer the reader to the history of the city in this volume, especially to almost every improvement and enterprise that has made Stockton the fine city we behold it to be. He was remarkable for his liberality, donating ground to every church that applied to him, to the city and county and other parties, and giving many sums of money, and devoting many days of his time to the poor and needy. In August, 1850, the city of Stockton came into existence, and August 28, 1851, he deeded all the streets, channels and public squares to the city.

He took much pride in the Rural and San Joaquin cemeteries, donating a large portion of the purchase money of the Rural, also giving the land occupied by the San Joaquin cemetery (Catholic). St. Agnes Academy has a garden to which he gave much attention during his later years. He gave the land, obtained the plants and flowers, and spent much of his time at work there. He gave much of his attention to protecting the city from overflow, and under his direction and aid the city built a bulkhead on Stanislaus street, dug a canal along East street and also along North street, Captain Weber superintending the whole of the work in person and assisting in filling in North street at considerable personal expense. He put at least $30,000 into the improvement of California street, which was only one of a large number of streets on which he spent his money and time. When the natural course of events made the property in this valley very valuable, squatters began to give him much trouble, and the heirs of Gulnac, spurred on by designing men and a combination of lawyers, attempted to wrest from him that which was his; and in defending his title and that of those to whom he had sold he spent vast sums of money. When this litigation commenced, he had valuable property in San Francisco, and this was sacrificed to get money to fight the schemers. If he had let this property here go, he would have been better off. After getting squatters off his land, he would often reverse his tactics, and befriend them to a greater extent than if he had allowed them to take his land. He finally received an incontestable patent with Abraham Lincoln's signature attached.

When the civil war broke out, Captain Weber at once showed where he stood, in no half-hearted manner; and his influence was powerful in moulding and solidifying the Union sentiment of this region. The flag of our country needing to be more conspicuously displayed, the patriotic Captain sent to Oregon, purchased a pole 120 feet in length for a flag-staff, and placing on the top the large letters "U. S.," he planted the staff on an island to the west of his residence, and from it floated, after every Union victory, the country's flag, which could be seen for miles. The island became known as "Banner Island," which name it still retains. Unknown parties, sympathizers with the Confederates, several times went in boats and cut the halyards. Mr. Weber then placed a large watch-dog on the island to guard the flag. On the night of September 29, 1861, some miscreants ran up a small secession flag on the staff, as

well as on others in the city. Early the next morning, which was Sunday, Captain Weber noticed what had been done, and hurrying to the spot found his favorite dog dead by his post of duty. The Captain's indignation knew no bounds. Tearing down the rebel flag, he rammed it into the mouth of a cannon which he had at the base of the flag-staff, and as the old Union flag ascended, the gun was fired, blowing the secession rag from its mouth! Thirteen more guns were fired for the Union, and by noon the enthusiasm of the supporters of the Government having been aroused by the incident, there was only one flag flying in Stockton, and that the common flag of the country.

Captain Weber was married November 29, 1850, to Miss Helen Murphy, a member of one of the noblest bands of emigrants that ever settled a new country, the celebrated Murphy party of 1844. They and their descendants all became prominent, and they form to-day the strongest family, in many respects, in the Santa Clara valley.

Three children were born to Mr. and Mrs. Weber, viz.: Hon. C. M. Weber, who has represented Santa Clara County (in which he makes his home) in the Legislature of California; he is an extensive rancher, and manages the interests of the estate in Santa Clara valley. Miss Julia H. Weber is the second child and only daughter; she is respected by all who know her. The second son and youngest child is T. J. Weber, a bright young man of business ability, who manages that portion of the estate not under his brother's charge.

Mrs. Weber's father was Martin Murphy, Sr., and her mother's maiden name was Mary Foley. She is a cousin of Bishop Foley, diocese of Detroit, and bore the same relation to the late Bishop Foley of Chicago.

Captain C. M. Weber died May 4, 1881, of pneumonia. The funeral was conducted with the impressive ceremonies of the Catholic church, by Archbishop Alemany, of San Francisco.

In this sketch only an outline of the Captain's career has been attempted, as much of the history in other portions of this volume relates to him so closely. Otherwise, this sketch would occupy many more pages of this volume. His estate at the time of his death was worth about $400,000, but it might have been millions had he been as careful of his own interests as many men.

JACOB SIMON, proprietor of the Columbia House, Stockton, is a native of Germany, born at Bosenbach, Rheinpfalz, Bavaria, on the 12th day of December, 1852, his parents being Jacob and Kathrina (Rothenbusch) Simon. He received his schooling in his native country, but was left an orphan by the death of both his parents when he was fourteen years of age. In 1868 he came to America, landing at New York, and from there proceeded to California via Panama. On the Atlantic side he took the steamer Arizona, and landed at San Francisco July 25, 1868, from the steamer Golden Gate. After a week or so in the city, he came to Stockton and entered the employ of the Pacific Tannery, where he served an apprenticeship and worked in all five years. The work there did not agree with him, however, and his health failing he changed his place of employment to the El Dorado Brewery, where he was engaged between four and five years. He then went into the saloon business at Turn-Verein Hall, with J. A. Grasberger. Afterward they sold out, and Mr. Simon engaged in the grocery business on the corner of Main and Grant streets, as a member of the firm of Schmidt & Simon. Mr. Simon was engaged in that business about four years, and then became proprietor of the Columbia House. This is one of the old-time hotels, having been started by J. A. Grasberger in 1859. He was succeeded ten or eleven years later by a man named Lutz, and he by J. A. Grasberger, and after a year by the present proprietor. Under the management of Mr. Simon the Columbia House enjoys a repu-

tation for home-like treatment that keeps it always filled with a desirable class of boarders. There are thirty-nine rooms in the house, and they are well arranged for the purpose of a hotel.

Mr. Simon was married November 23, 1876, to Miss Emma Grasberger. They have five children, viz.: Emma, Elsie, Ruby, Verona and Hilda.

Mr. Simon is a member of the Stockton Turn-Verein, and has been cashier of the organization for the past nine years. He has passed the chairs of San Joaquin Grove, No. 9, U. A. O. D., and is now a Trustee and District Deputy. In politics he is a Republican.

Mr. Simon is a genial, courteous gentleman, and well suited by nature for the arduous duties of landlord.

WILLIAM MONTGOMERY BAGGS, deceased. The subject of this sketch was born on the eastern shore of Maryland, May 30, 1824, a son of William P. and Mary (Nicols) Baggs. Both parents died comparatively young, the father November 18, 1834, and the mother July 22, 1842, in the forty-third year of her age. They had nine sons and one daughter, of whom the only survivor is Nicholas Baggs, born June 6, 1835, now a resident of Philadelphia, Pennsylvania.

The subject of this sketch was possessed of a good general and business education, largely supplied by his personal industry in that line, as he became engaged while yet a mere youth in dutifully aiding his widowed mother in the care of her large family. He worked on the farm for several years and afterward learned the trade of cabinet-maker.

Wm. M. Baggs was married in Philadelphia, December 7, 1848, to Miss Anna Nairn Malseed, a native of that city, born in 1829, a daughter of John and Mary (McDonald) Malseed. The father, born in Ireland, became a shoe and leather merchant in Philadelphia and lived to the age of seventy-five. The mother, a native of the State of New York, of Scotch parentage, died in 1868, aged also seventy-five. Grandfather John McDonald reached middle age, and his wife, by birth Anna Nairn, was over seventy at her death.

After his marriage Mr. Baggs went to work at his trade, being employed by a manufacturer of Philadelphia in making piano frames. In the spring of 1849 he opened a shop on account but set out for California the following year, leaving New York in April, by the steamer Republic, and arriving in San Francisco August 28, 1850, having come around the Horn or rather through the Straits of Magellan. He came to Stockton and engaged in the business of contractor and builder. In 1852 he went into the lumber business on the levee. In that year he was rejoiced by the arrival in Stockton of Mrs. Baggs and their oldest child, John, born in Philadelphia, March 19, 1850, who died in Stockton in January, 1866. Mr. Baggs continued in the lumber trade several years and was afterward in the saddlery business about three years. He then went to Oregon and was there engaged in merchandising two years, when he returned to Stockton and re-entered the lumber trade. In 1873 he built a warehouse and embarked in the grain and storage business. This he carried on until 1884, when he was compelled through ill health to retire from active business. An operation of lithotomy in 1887 gave him a relief that was only temporary, and he died some two years later, on October 17, 1889, universally respected in the community, sincerely regretted by those who knew him best and deeply mourned by his wife and surviving children. He has been a member of the First Presbyterian church of Stockton for twenty years and an Elder of the same for about ten years.

Mr. and Mrs. Baggs have had six sons and two daughters, of whom all but the oldest, already referred to, were born in this city. Of these, five grew to maturity: (1) Montgomery, born January 22, 1854, married to Miss Hattie

Electa, a daughter of Dr. Asa Clark of this city (see sketch of Dr. Clark). They are residents of San Francisco and have one child, Geraldine, born October 13, 1882. (2) James King, born January 18, 1857, passed through the public schools of Stockton, including the high school. He afterward studied law for two years in the office of Judge Patterson, then of this city, and then entered the Albany Law School, at which he was graduated with honor and admitted to the bar. He had been an ambitious student, and overtaxing his physical powers in his zeal for learning he died November 28, 1882. (3) Walter Thompson, born March 4, 1858, was graduated at the Stockton high school, studied law for two years in the office of W. L. Dudley, entered the law department of Yale College in 1881, was graduated at that institution in 1883, and admitted to the bar of this State, and in 1884 was elected City Justice for two years, commencing January 1, 1885, and re-elected for a second term ending December 31, 1888. He died, like his brother, from over-work, in May, 1889. (4) Harry Nicols, born January 20, 1860, was educated in the public schools and became a book-keeper for a firm in this city before he was nineteen. He afterward worked for his father in the grain and storage business until its close in 1884. He was married in August, 1885, to Miss Josephine Castle, a native of this State, a daughter of Mr. and Mrs. George Castle, a rancher of this county. He then went to El Paso, Texas, to fill the position of foreman on the ranch of his uncle George W. Baggs. He returned to this State in 1887, to become manager of several grain warehouses in Tulare, where he is still employed. (5) Mary, born March 5, 1863, was married July 22, 1888, to William Duncan Buckley, born in San Jose April 14, 1859, a son of John and Mary (Williams) Buckley. (6) Maggie Bell, born May 4, 1865, died February 10, 1869. The father died in San Jose, in 1885, aged about sixty-seven years. The mother, born about 1822, is living. Mr. W. D. Buckley came to Stockton in 1882, and in 1884 bought an interest in the business of L. M. Woods & Co. In 1885 he bought out his partner and continued the business alone until 1888, when he took a partner, under the style of Buckley & Walker.

JESSE F. McDOWELL, a farmer of Elliott Township, was born in Adair County, Kentucky, June 6, 1819, his parents being Jacob and Agnes McDowell, both natives of Virginia. In 1840 he emigrated to Montgomery County, Illinois, where he was engaged in farming and at his trade (carpenter) for twelve years. In 1852 he came to California and soon afterward bought a ranch containing 1,178 acres, situated on the Mokelumne river, about one mile north of the city of Clements. He pursues farming systematically and successfully. One thousand acres of his ranch he divided among his children, leaving 178 for his own use. He has a large stone residence on his land and improvements to correspond.

He was married to Elizabeth J. (Hodge) McDowell, a native of Kentucky, by whom he had four children, all of whom are married. They are as follows: Mary J., wife of A. J. Burt; Tina A., wife of George Stacy; Martha E., wife of W. Hansel, and Carrie, wife of M. Steely. Mr. McDowell's first wife died in September, 1852, and in 1864 he married Miss Margaret Montgomery, who died in September, 1888. He is a member of the orders of Good Templars and Freemasons.

CLIFFORD L. DEVINNY, M. D., of Stockton, was born in Newark, Wayne County, New York, October 18, 1848, a son of Richard A. and H. M. (Mosher) DeVinny. The father, born in that State in 1819, died in 1879; the mother, born in 1830, is still living. The grandparents on both sides were well advanced

in years when they died. Two of the grand-uncles Mosher are still living, aged over eighty.

The subject of this sketch received the usual district-school education in his youth, and an academic education of three years in Starkey's Seminary on Seneca Lake. He then entered the medical department of the University of Michigan at Ann Arbor, taking a full medical course and graduating in 1876. He first practiced in Rochester, New York, eight years, and in 1884 came to California, and has since practiced in Stockton.

Dr. C. L. DeVinny was married in Newark, Wayne County, New York, July 4, 1876, to Miss Hattie E Landon. The maternal grandmother, by birth a Miss Oakley, is still living in Newark, New York, aged about eighty-four. Mr. and Mrs. DeVinny are the parents of two living children: Richard Harold, born June 8, 1880, and Florence Sylvia, born August 3, 1882.

Dr. DeVinny is a member of Truth Lodge, No. 55, I. O. O. F., and of Security Lodge, No. 83, Chosen Friends, and also of the Central Methodist Episcopal Church.

HON. JAMES H. BUDD. — Among the members of the bar of Stockton whose talents have brought them name and fame, none have been more distinguished as lawyers than this gentleman. He was born at Janesville, Wisconsin, May 18, 1851, and is a son of Judge Joseph H. Budd, who is mentioned at length elsewhere in this volume. He accompanied his parents to California in 1859, and since their location at Stockton, in 1860, he has always made this city his home. He commenced his education at Stockton, and from 1866 to 1869 attended the Britan College School. He next attended the State University, and was graduated there in the class of 1873.

The profession of law was from an early age marked out for him by his parents' wishes and his own inclinations, and in 1869 he commenced preparations therefor by reading in his father's office. His legal studies were kept up during the progress of his college course, and in 1874, the next year after graduation, he was admitted, at Sacramento, to practice in the Supreme Court of California. He was associated in practice with his father for some time, and afterward with Judge Swinnerton. Since the dissolution of the latter partnership he has had no colleague in his law practice. In 1873–'74 he served as Deputy District Attorney under A. W. Roysden. In 1876 he received the unanimous nomination of the Democratic convention for Assemblyman from this district, but declined. In 1882 he was nominated by the Democratic convention of this Congressional district as their candidate for Congress, and undertook what was generally considered a hopeless race. It assumed a different aspect, however, under the vigor of his canvass, and when it was found, after election, that he was the fortunate candidate, many persons who thought that the Republican nomination meant election were surprised. He was, however, the first Democrat ever elected to Congress from this district. As a member of the National House of Representatives, he served on the Committee on Education, and the Committee on Invalid Pensions. He introduced and carried through House Bill No. 100, in the interest of the settlers on the Moquelemos grant, a measure which had been pending for years, and which was carried in the House only by earnest and untiring labor. He also secured an unusually large appropriation for this district, and the money for the dredger now at work on the Stockton channel. He brought about the passage of an amendment to the Indian Appropriation Bill, making the Indians amenable to State and Territorial laws. He fought for and secured a special date for the consideration of the Chinese Bill of 1884, after its friends generally had considered it lost. He took an active part in the discussion on Chinese matters, on the inter-State commerce bill, on the principal appropriation bills, and on fortification measures. The path of a Congressman during his first term in ta-

tempting to secure recognition is generally a hard one, but many veterans did not come out of that Congress with so good a record. During the progress of his term the State of California was reapportioned, and the newly-constructed district of which San Joaquin County formed a part was so composed as to make it as strongly Democratic as it had before been Republican.

When the next Congressional convention met he was unanimously renominated, and the convention adjourned; but Mr. Budd felt that a proper regard for his own interests required that he should forego the certain re-election which his renomination implied, and declined to accept the proffered honor. This necessitated the reconvening of the delegates, and a second convention was called, resulting in another unanimous renomination of Mr. Budd, and the appointment of a committee to urge upon him the necessity of his acceptance. The committee failed of accomplishing its object, however, as Mr. Budd firmly declined to take the renomination. He has, however, always used his most earnest efforts for the success of the Democratic party. As chairman of the city and county central committees he carried San Joaquin County for the Democracy at the general election of 1888. He was for six years a trustee of the Stockton city library, and made it a depository for ten years' issue of public books and documents. He gave up the position of trustee of the library in 1889, to accept the office of Police and Fire Commissioner of Stockton. He became connected with the National Guard of California as a cadet at the State University, and he was graduated with the rank of First Lieutenant. Since then he has advanced rapidly to the front, and has been Major on Bridgade Staff, Lieutenant Colonel on Governor Irwin's Staff, Major of the Line, and Brigadier General.

Mr. Budd has taken an active and important part in nearly every movement of a public character concerning this section of the State for several years; yet it is in his profession as a lawyer that his real success has been made; and the general recognition of this fact has resulted in bringing him a practice so extended that an ordinary man could not handle it. His opinion, once given to a client, has come to be regarded with much of the esteem of a verdict from a court, so successful has been his practice. He prosecutes his profession in all the courts of the land, having been admitted to the bar of the Supreme Court of the United States in 1884. He is a clear and rapid reasoner, ready and decisive in his opinions, and sound in his conclusions. His strength of character is well exhibited by his declination of a certain re-election to Congress—something that history is seldom called upon to chronicle. In conclusion, it may be said that no man in central California has a larger circle of warm personal friends than has James H. Budd.

JOSEPH OVERHOLTZER was born in Lancaster County, Pennsylvania, August 24, 1845, his parents being Jacob and Catharine (Anglemire) Overholtzer, both natives of Pennsylvania. About 1854 they moved to Ogle County, Illinois, and settled on a ranch, where they spent the remainder of their days. Jacob died August 29, 1866, at the age of sixty-five years; his wife died March 23, 1875, at the age of sixty-eight years. In the family were six sons, all of whom are living except the oldest.

Joseph, the subject of this sketch, was the youngest of the family. When his parents moved to Illinois he was nine years old. He made his home there until October, after the death of his father, when he returned to Pennsylvania, making a visit to his relatives in that State. In May, 1867, he went to Missouri, settling in Caldwell County, where he purchased a piece of land, which he afterward rented and engaged in teaching. He was married there, and afterward moved on to his place, teaching in winter and carrying on farming also. In the spring of 1874 he went home, made his mother a visit of a couple of months,

then started for California, June 20. He landed in Stockton July 2, and made his way to his brother's place, about seven miles south of Bantas. He remained there about three weeks, then went to the northern part of the State to Siskiyou County, where his wife's father resided. He taught school there for one winter. He made his first permanent home in San Joaquin County, where his brother, S. A. Overholtzer, was living. He rented land and remained there seven years. In October, 1882, he moved on to his present place, which he had purchased the previous September, and where he has since resided. The ranch contains 160 acres, situated on Cherokee Lane, in Liberty Township, two and one-quarter miles north of Lodi. His place is one of the finest in the country, and is under the best of improvements. It is principally devoted to grain.

Mr. Overholtzer is a member of the Church of United Brethren of Woodbridge, having been converted in Missiouri in 1872.

He was married August 24, 1871, in Caldwell County, Missouri, to Miss Mary A. Fultz, a native of Indiana. Their family consists of three living children, viz.: Matthew F., born March 1, 1873; U. S. Grant, June 11, 1878; and Flavius J., June 14, 1881. They have lost one child—Ira B., born November 19, 1874, and died September 8, 1876.

JAMES EDWARD KIDD, a merchant of Stockton, was born in Yorkville, New York, April 14, 1837, a son of John and Maria (Carew) Kidd. The father, born in England but brought up in Ireland, came to America about 1830, and settled in New York city. He had learned the trade of stone-cutter and became a partner with Mr. Broderick, under the style of Broderick & Kidd, a well-known house of the last generation in the stone-cutting and building line. Among other large enterprises they obtained the contract to supply stone for the Capitol in Washington. He died in New York, aged over fifty years. Grandfather Richard Kidd, English by birth, and a civil engineer by occupation, was married in England to a Miss Williams, and afterward moved to Ireland to fill a professional position. He died a middle-aged man, but his wife lived to be quite old. Grandfather Carew, a farmer near Johnstown, Kilkenny County, Ireland, died of old age, and his wife (by birth a Miss Keily) also lived to an advanced age. After the death of her husband in New York, Mrs. John Kidd, with her only surviving child, the subject of this sketch, moved to Savannah, Georgia. He left Savannah for California by way of New Orleans and Panama, in 1851. Being detained on the Isthmus six months, he went to work as an express messenger for Schlesinger & Co., forwarding agents and bankers of Panama. Young Kidd made his weekly trip to Gorgona in less than five hours, and thence by water to Chagres. In 1852 he left Panama for California by sailing vessel, and arrived in San Francisco in August, 1852. After a short stay in that city he came to Stockton, and here, in partnership with Fred. Holder, he ran a large whale-boat of 4,000 pounds' tonnage, transferring freight and passengers from Stockton channel to the high lands at French Camp. They were paid one cent a pound for freight, and made one trip a day for about two months, until the water subsided. Mr. Kidd then tried mining around Sonora, and wasted about a year, only to find that mining was not his forte. Returning to Stockton in 1854, he traveled two years with a circus, admission fee being $1, and reserved seats on rough boards $2, with tent crowded at every exhibition.

Mr. Kidd returned to the paint business and spent about three years in Napa, in the house and sign painting business, being of the firm of Bean & Kidd, and one year in Pacheco, without a partner, in the same line. He was married in San Francisco, in 1861, to Mrs. Jane (Morgan) Breen, a native of Erie, Pennsylvania, who had come to San Francisco about 1856, and was there married and widowed in a few years. In

1862 he moved to Sacramento, where he became a member of the firm of Campbell & Kidd, house and sign painter, and later of Calvin & Kidd, in the same line. In 1869 he returned to Stockton, and here continued the same business, but without a partner. In 1879 he bought his present store at 178 Main street, and has since carried on a more general business, dealing in paints, oils, wall-paper, glass, and a full supply of painters', paper-hangers' and artists' materials. He has also bought and sold tracts of land at different times, and in August, 1887, laid out Kidd's addition to Stockton, about thirty-three acres, extending from Sacramento street to the City Homestead tract, and from Second to Sixth street. Mr. Kidd has been a member of the city council one term. He has belonged to the Masonic order about twenty-two years, joining Union Lodge, No. 2, of Sacramento, and is now a Master Mason of Morning Star Lodge of this city.

Mr. and Mrs. Kidd have six children, the two eldest being born in Sacramento, and the others in this city: Edward L., 1867; Maria Amy, 1869; Mercedes, 1873; Bennett, October 14, 1875; Elizabeth, 1877; Joseph, 1879. Edward L., a graduate of the business college, is book-keeper.

JOHN TUNNICLIFF HICKINBOTHAM, a merchant of Stockton, dealing in hardwood lumber and in carriage-making materials of all kinds, was born in New Hartford, Oneida County, New York, July 8, 1829, a son of Samuel and Elizabeth (Tunnicliff) Hickinbotham. His father, born in Derbyshire, England, about 1800, came to America in early manhood, and was married in Otsego County, New York. He became a farmer and veterinary surgeon in New Hartford, Oneida County, New York, where he died about 1851. His mother, born in Otsego County in 1803, a daughter of Mr. and Mrs. Jonathan Tunnicliff, died about 1845; but her parents lived to an advanced age, and her brother, Walter Tunnicliff, was seventy-five years at his death. The Tunnicliffs settled in Otsego County before the Revolution, owning large tracts of land. Four children of Samuel and Elizabeth Hickinbotham are living: Samuel, in Ostberg, Sheboygan County, Wisconsin, aged sixty-eight; Elizebath, Mrs. Otis Howe, of Levanna, Cayuga County, New York, aged sixty-five; the subject of this sketch, and Edwin, born October 31, 1831, a resident of this city (with brief interruptions) since 1851. Edwin Hickinbotham, leaving New York city in March, 1851, and arriving in San Francisco by way of Panama, in the summer of that year, went to mining at Mokelumne Hill, where he spent three months, and came to Stockton before the close of the year. He worked here in 1851 at his trade of carriage-making, which he had learned in Richfield Springs, Otsego County, New York, with a brief trial of one month in mining at Fourth Crossing, in Calaveras County; he resumed work at his trade in this city, and in 1852, on the arrival of his brother, the subject of this sketch in that year worked with him under the style of Hickinbotham Brothers. Losing his health in 1855 he went East, not expecting to recover, but finding his health restored he returned in 1856, and has worked with his brother to the present time. Edwin Hickinbotham has been a member of the city council one term, and of the volunteer fire department from 1853 until the organization of the paid fire department. He is also a member of the Improved Order of Red Men.

John T. Hickinbotham, the subject of this sketch, after receiving the usual course of schooling, learned the trade of carriage-maker in Richland Springs, New York. He left New York city May 24, 1852, and arrived in San Francisco by the Panama route, June 30, 1852. Coming to Stockton he formed a partnership with his brother, Edwin, under the style of Hickinbotham Brothers, carriage and wagon makers. Upon the withdrawal of his brother through ill-health, in 1855, he continued the

business under his own name—J. T. Hickinbotham—and a few years later changed the line of business to carriage materials, both business and style remaining unchanged since that time, except that the volume of business has of course grown very considerably in that long interval, being now perhaps second to none in that line in central California. Mr. John T. Hickinbotham went East, to Richland Springs, New York, by the Panama route, in 1863, and was there married. Mr. Hickinbotham returned to business in Stockton, accompanied by his wife, taking the Panama route, and they have resided here ever since. They have three sons, born in this city: George West, John Edwin and James Henry. All three have followed the usual course of education in the public schools, George West being a graduate of the high school.

Mr. John T. Hickinbotham was a member of the city council in 1863, when he resigned to go East. He has been a member of the I. O. O. F. for many years, but his chief interests lie in the prosecution of his business and the care of his family.

MRS. SARAH A. FRENCH, manager of a farm in O'Neil Township, was born in South Deerfield, Massachusetts, September 6, 1829, daughter of Daniel D. and Ann (Jewett) McCloud, both natives of Massachusetts; the father was born October 19, 1792, and died October 4, 1841, aged forty-nine years; the mother was born April 16, 1795, and died January 21, 1878, at the age of eighty-one years and nine months.

Sarah McCloud, the subject of this sketch, was married in North Adams, Massachusests, in 1852, to W. B. French, a native of Hotchkissville, Connecticut. He was born August 16, 1819, and died July 22, 1882, leaving his wife and a family of four children, viz.: William A., born March 26, 1853; Emma S., May 29, 1855; George M., December 23, 1857; and Hattie M., August 10, 1863, now the wife of Mr. Jones, a farmer, of San Joaquin County.

Mr. and Mrs. French struggled hard to get their comfortable home. They came to California in 1852, settling in Stockton, where there was but one wooden house at the time. In the flood of 1862 they lost 300 head of cattle, and in 1874 their house was destroyed by fire, but, nothing daunted, they set to work again, and by their industry and perseverance at last succeeded in saving the means with which to buy the ranch on which Mrs. French now resides. It contains 150 acres, situated four miles from Stockton, on the Mariposa road, principally devoted to the raising of wheat and fruit.

The death of Mr. French was a loss to the community. He was respected by all, and had many friends.

EDWIN BROWN SHERMAN was born in Nantucket, Massachusetts, September 5, 1838, his parents being Frederick Roland and Sarah (Folger) Sherman; the former a a native of Massachusetts the latter was also a native of the same State, a descendant of Benjamin Franklin, and also a relative of Secretary Folger. In 1838 or 1839 Mr. Sherman moved his family to Maine, settling in Augusta, where they afterward made their home. Mr. Sherman was the captain of a whaling vessel, and followed the business until retiring on account of old age. He died in Augusta at an advanced age. Mrs. Sherman is still residing there, at the age of seventy-three years. She is the mother of six children, three sons and three daughters, of whom two sons and one daughter are now living.

Edwin B., the subject of this sketch, is the oldest of those now living. He was raised in Augusta. At the age of fourteen years he left home, since which time he has made his own way in the world. He worked at anything he could get to do until he was eighteen, when he commenced teaching school, which he continued

off and on for several years. In 1860 he started for California, sailing from New York in November and coming via the Isthmus. He stopped in San Francisco one winter and then came to this valley. He taught school at Woodbridge for several years.

In 1862, during the Cariboo excitement in British Columbia he made his way there and mined one season. From 1865 up to 1869 he was connected with the butcher business of Thompson & Folger, of Woodbridge. Four years he was engaged in a flouring mill at Woodbridge. In 1874 he purchased his present ranch of 160 acres of choice farming land in Liberty Township, where he has made his home, off and on, since that time. He has made five different trips East, on one occasion staying four years, connected with his brother, William Penn Sherman, in the manufacture and importation of artists' brushes and material, at New York.

Mr. Sherman was married, in 1870, to Margaret Mahoney, a native of Massachusetts, who died in Woodbridge in 1875, the mother of three children, all of whom are dead, one dying prior to and two after the death of their mother.

Politically Mr. Sherman has always been a Democrat, casting his first presidential vote for Stephen A. Douglas, and has been from that time an earnest supporter of the party. He has been a Mason since 1867, first joining the order at Woodbridge, since which time he has taken all the degrees as far as the council.

DANIEL A. LEARNED, farmer of O'Neil Township, was born at the old homestead, Oxford, Massachusetts, November 6, 1820, a son of Salem and Huldah (Harwood) Learned, both natives of Massachusetts, the father born December 9, 1775, and the mother in April 1781. When eighteen years of age Daniel, our subject, began wandering, most of the time engaged in flat-boating on Western rivers, and having the chills and fever every year. In 1848 he went to Texas, near Dallas, where he engaged in farming two years. In 1850 he came to California across the plains with ox teams, and arriving at Mariposa he went to mining. In 1851 he came to Stockton, where the people were at that time sick with small-pox. He remained but a short time. He next went to Bidwell's Bar, Butte County, where he mined for six weeks, thence to Slate creek and spent the remainder of the summer mining there. That winter he mined at Cherokee, Butte County, and in the spring of 1852 went to Oregon, Humboldt Bay and other places, among treacherous and hostile Indians for a few months. In the fall of that year he located land in Scott valley, Siskiyou County, California, split rails, and with the help of a yoke of oxen and a hired man, fenced 160 acres and plowed twenty acres of land. All supplies had to be packed from Oregon on mules, a distance of 150 miles, or from Shasta, California, the same distance. He bought Oregon potatoes, paying 20 to 30 cents a pound for them, to the amount of $400, and onions and flour, obtaining 120 pounds for $160. Seed wheat and barley for eight acres cost 25 and 30 cents a pound. For several months that winter in Yreka, flour and sugar were worth $1 a pound, and salt its weight in silver. On the 4th of March he planted cabbage, turnips, lettuce and onions; on the 10th and 12th sowed eight acres of wheat and barley; on the 16th he planted an acre of onions. These facts are taken from his diary kept at the time, which is still preserved. In June, 1854, he lost 200 acres of wheat by frost. In connection with farming he carried on mining at Yreka and Scott's Bar, Siskiyou County. In 1860 he went to San Francisco, where he was married in 1861 to Miss Gennis H. Hall. They ran a dairy ranch for two years, raised grain for three years, and then moved to Stockton, San Joaquin County, where they purchased 240 acres of fenced land, paying $6,000 cash for it. He still resides on his farm, which is well-improved, and is engaged in raising grain and fruit. His wife was born December 26, 1828, in Chester County, Penn-

sylvania. They have five children, viz.: Willard S., born July 20, 1865; Ella H., February 8, 1864, now the wife of Fred G. Ladd, a farmer of Fresno County; Ada S., born in December, 1866; Horace G., April 20, 1869, and Clara D., in August, 1872.

ELIHU BEECHER STOWE, a real-estate, insurance and general business agent of Stockton, was born in East Granville, Massachusetts, June 15, 1856, a son of Elihu and Elizabeth M. (Alling) Stowe. The father, Elihu Stowe, was a native of East Granville, Massachusetts, by trade an ax-temperer, worked in the great ax factory of Collinsville, Connecticut, and died in 1856, aged thirty-nine years, leaving three children: Alta M., by marriage Mrs. J. B. Webster of this city, now deceased; Lucy Adelaide, now Mrs. George Merrill, of Oakland, and the subject of this sketch. The mother, born in Norfolk, Connecticut, February 25, 1825, was married November 29, 1848, and, left with these children at the death of her husband, was again married in 1859 to Edwin P. Stowe. The family came to California in 1859, and, after a few years' residence in Marysville and Capel valley, came to this county about 1863, settling in O'Neil Township, where Mr. Stowe bought 180 acres in 1866, about five miles east of Stockton. Mr. Stowe died in 1878, and Mrs. Stowe still resides upon the farm. Grandmother Stowe died in her Eastern home at the age of eighty-four; and grandmother Alling died in this county aged eighty-seven, having spent the last few years of her life with her daughters, Mrs. Stowe and Mrs. J. L. Beecher. The Stowes and Allings are of New England descent for several generations, and, including the Beechers and relatives by marriage, there are about thirty-seven in this county.

E. B. Stowe, the subject of this sketch, received his education in the district-schools, with a brief period in the high school of this city, in all about six years. He began to work at the age of seventeen, as clerk in a clothing house of this city, continuing in that line to the age of twenty-two. In 1879 he engaged in the law and patent agency business with J. B. Webster, of this city, remaining in that connection until January, 1887. He then formed a partnership in the real-estate and insurance business with George Hornage, under the style of E. B. Stowe & Co., and after eighteen months bought out his partner in July, 1888, and has since carried on the business alone under the style of E. B. Stowe. He buys and sells real estate, places insurance, negotiates loans, solicits patents, making the necessary drawings, and makes a specialty of collecting old and disputed claims, and of attending to legal business.

Mr. E. B. Stowe was married in Merced, California, January 31, 1882, to Miss Irene Adelle Howell, born in Calaveras County, March 14, 1858, a daughter of William L. and Irene Adelle (Aldrich) Howell, both natives of Pennsylvania, and now residing in this city. Mr. and Mrs. E. B. Stowe have two children, William Elihu, born April 12, 1883, and Herbert Arthur, born April 13, 1886. Mr. Stowe is a Republican in politics, a member of Stockton Lodge, No. 11, I. O. O. F., and of Stockton Lodge No. 23, A. O. U. W.

CHRISTOPHER STAFFORD was born in West Virginia, January 24, 1822, his parents being John and Mary (Mustard) Stafford, both natives of Virginia. In 1856 they moved to Ohio, where they died about ten years later. There were fourteen children in the family, three sons and eleven daughters.

Christopher is the third child; he was raised in Virginia and was there married in 1845. In 1855 he left there and settled in Marion County, Missouri, where he carried on farming for seventeen years. In 1874 he came to California and settled in San Joaquin County, just a mile south on the east and west road, east of Cherokee Lane. It contains about 120 acres.

In 1881 he purchased the ranch on which he now resides, which contains 160 acres. When he first came here he had but $60, and in a comparatively short time he has succeeded admirably, having had good health and the assistance of two sons.

Politically he is a Democrat.

His wife's maiden name was Jane Jenks, a native of England, whose father came to the United States when she was quite young. She was raised in Niles County, Virginia. Her family consists of two sons and one daughter, namely: Virginia, George P. and John W., all residents of this county. They have also lost four children who died while yet young. Virginia is the widow of John Fuqua.

FRANK STEWART, deceased, was born in Sumner County, Tennessee, April 24, 1824. Both his parents were Tennesseeans by birth, and his father was of Scotch descent. When he was three years old, his father died, and he lived with his grandfather until he had reached the age of ten, when his mother married John Crenshaw. As he grew up Mr. Stewart learned the saddle and harness makers' trade, which he followed at Gallatin, Hartsville, Nashville, Tennessee; Scottsville, Kentucky; Wellington and St. Louis, Missouri; and again at Charlottsville and Nashville, Tennessee. In the latter place he enlisted in May, 1846, with Captain R. C. Foster, in Company C, First Tennessee Regiment, Volunteer Infantry, Wm. B. Campbell, Colonel commanding, for the period of one year. The regiment landed in Mexico, at Brazos Santiago, in the latter part of June, 1846, and participated in several of the chief battles of the war. His company having started out thirteen months previously 100 strong, returned to New Orleans with but thirty-three men, rank and file, having lost two-thirds of the original number. A year afterward, in company with Mahlon Conner, he started for Texas. Stopping at Memphis, he obtained a situation there. The California gold excitement breaking out, he left Memphis in December, 1848, went to New Orleans, and made up a company of sixteen men, who determined to take the overland route through Northern Mexico, for California. They proceeded to Matomoras, procured their animals and outfit, and on the 1st of March, 1849, started on their long journey for California. Among the members of the company may be mentioned Dr. Wozencraft, Captain Frank Stewart, Messrs. F. Soule, L. Swan, Matthias Brown, B. F. Pau, Cluff, Swain, Stull, Donaldson, Duggs and his negro man Faris, Eichbaum and Daige. There were two others, but their identity has been lost. After many adventures and much trouble with the Comanche and Apache Indians, and a great deal of suffering from the want of food and water (having to eat mule meat on two occasions and glad to get it) they arrived here at Stockton, on the 1st of July, 1849. They had traveled, mule-back, by way of Monclover, Chihuahua, Jonas, Tucson, and the mouth of the Gila to their destination, an estimated distance of more than twenty-five hundred miles in one hundred and twenty-two days. At that time Stockton consisted of one frame building, where the Copperopolis depot now stands, a small adobe house on the present site of the Grand Central, and two or three dozen tents in which all the business of the place was transacted. From here Mr. Stewart, in company with Dr. Wozencraft, Messrs. Pau, Stull, Matthias, Brown and Swan, went to Woods creek, near Sonora, where they spent the 4th of July, but, returning to Stockton, they laid in supplies and went to Split Rock, on the Merced river, where they did their first gold mining. They formed smaller companies, Messrs. Stewart, Pau and Stull remaining together. By hard work they managed to take out about $8 a day per man, after they had labored steadily for about fifteen days. Pau came to Mr. Stewart one night and informed him that Stull had dug up their box of gold dust, containing $350 worth, and was gambling it off at Monte. They went to the gambling table

just in time to see the gamblers pocket the last of their earnings.

The gold dust had been buried at the foot of a tree under which they camped; they dropped Stull out of their number and Messrs. Stewart and Pau went to the Mariposa diggings where, however, they met with little success. They then joined a company consisting besides themselves of Major James Burney, Dr. Payne, Mr. Shirlock, of Shirlock diggings, Mr. Crawford and his partner Mr. Dall, Don Juan Johnson, his son and quite a number of others, and the entire party went to the higher Sierras to prospect for gold. This was some time during the month of August, 1849. The district was therefore unexplored and each man carried fourteen days' provisions. They traveled in zigzag directions, first southeasterly and then northeasterly for eleven or twelve days, when they arrived at what many believed to this day to be the celebrated Yosemite valley, while others claim it was the Heche-Heche valley, which is a few miles north of Yosemite, on a branch of the Tuolumne river; all however are agreed that it was the grandest sight their eyes ever beheld. Mr. Stewart traveled with his company a day or two eastward and then set back for Mariposa camp. On their way back about noon one day, they reached a grove of the largest trees eyes ever beheld; they stopped to lunch and measured some of the largest trees, which proved to be ninety-five feet in circumference; this discovery is now known to the world as the "Mariposa big trees." Nothing further of note transpired except an occasional brush with the Indians, who dogged their trail during the entire trip of twenty-one days. They arrived at their camp with scarcely strength enough left to dismount from their animals, having to subsist for the last seven or eight days upon beans and tea alone.

Leaving that camp, Messrs. Stewart and Pau went to the Tuolumne river four miles below Hawkins' Bar, where they mined successfully for several weeks, taking out from two to three ounces per day each of fine gold. About the latter part of October, Mr. Stewart separated from Pau and came to Stockton, loaded forty pack mules with miners' supplies, took them to Don Pedro Bar, on the Tuolumne river, put up a big tent and started a store. About the latter part of the same year he closed out his entire stock of goods and returned to Stockton. He spent the winter here and at San Francisco and managed to get rid of the money he had made the fall previous. While in San Francisco he tried hard to obtain employment and succeeded on but one occasion only. Andrew Bell hired him to help raise a house on Telegraph Hill, for which he received a five-dollar Moffit gold piece: that was the only time he succeeded in hiring himself out in California. About the latter part of February, 1850, he and a party of others chartered a schooner to take them to Stockton, cooking, eating and sleeping on the deck. In Stockton he met his old friend and comrade, now General Frank Cheetham, who generously supplied him with money to take him up to the Calaveras mines. After mining there a short time he bought a small train of pack mules, returned to Stockton, got credit for goods enough to load them up, and proceeded to the camp, Jesus Marie, where he put up a tent and recommenced in business. He continued packing goods from Stockton and trading in various parts of Calaveras County till October, 1850, when he returned to Stockton, which was thereafter his home. He served for a time as deputy under Dr. Ashe, at that time Sheriff of the county. Afterward he opened a harness shop on the south side of Main street between Hunter and El Dorado. Later he followed the same business at the stand afterward occupied by Dan Riordan. A short time before the war he went out of the harness business and resolved to take life easy, about his only vocation being money loaning. When the war broke out he became restless and again embarked in business, buying land and speculating, with success, in partnership with J. D. Peters. He built the Eureka warehouse, and was thereafter largely interested in banking, farming and buying wheat in several counties, and was one of the best known

and most reliable business men in the San Joaquin valley. Latterly he took more interest in the Mexican War Veterans' Association than in any other organization with which he was connected, and was its president. He was also an honorary member of the Stockton Guard, and gave that company substantial aid. He was a member of San Joaquin Lodge, No. 19, F. and A. M.; Stockton Commandery, No. 8, Knights Templar; Centennial Lodge, Knights of Pythias; San Joaquin Society of California Pioneers; the Stockton Board of Trade, and an exempt member of Eureka Engine Company. He was also president of the First National Bank from the time of its first organization till his death and a large stockholder in most of the other banks.

His death occurred in this city, July 27, 1883, the result of an accident while sampling grain on flat cars on the Copperopolis Railroad track. His death was sincerely mourned, not only in this city, but throughout California, he being well known and popular in the State. His wife, to whom he was married in this city, at the Episcopal church, by Rev. M. McDonald, was formerly Miss Bettie Payne, a native of Covington, Kentucky, and daughter of Willis and Nancy (Joyner) Payne. Her father was born in Cynthiana, Kentucky, in 1810, and her mother at Columbia, Tennessee, in 1812. Mr. Payne died in Covington, in 1846, and in 1851 Mrs. Payne came to California with her family, locating in Stockton, where she now resides.

J. A. WEAVER, a farmer of Elliott Township, was born in Lawrence County, Tennessee, March 22, 1834, a son of Isaac and Lettie (Lewis) Weaver; the father was born in 1792, in North Carolina, and died in October, 1867, in Barry County, Missouri; he served five years in the war of 1812. He enlisted in 1813, in Buncombe County, North Carolina, and was transferred to New York, under Harrison. He was discharged at Jefferson barracks, Missouri, in 1818. J. A. Weaver, the subject of this biographical sketch, left his native State for California, in 1854; he crossed the plains with a train of thirteen, and arrived in Butte County, where Sanford's ranch now is, September 2, 1854. He remained there a couple of months, then started for Placer County, where he was engaged in mining for six years. In 1860 he came to this county and followed teaming and farming until he was at last able to purchase a comfortable home. In 1884 he bought his ranch of 160 acres of well improved land.

He was married October 9, 1881, in Stockton, California, to Mrs. Lilie Niman, who was born in Seneca County, New York, May 4, 1844, a daughter of Jacob and Cynthia (Harvey) Soper. They have one child: Jessie N., born in Pottawattamie County, Iowa, October 15, 1868, living at home.

J. COLEMAN, a farmer of Elliott Township, was born in Columbia County, New York State, July 15, 1834, one of the thirteen children of John and Annie (Lee) Coleman, both natives of Ireland; the father died in Nevada, in 1877, at the age of eighty-four years, and the mother in New York State, in 1846, aged forty-four years. The family moved from Columbia County, when the subject of this sketch was yet a mere child, to Schenectady County, where J. Coleman remained until he was twenty years of age, when he came to California, taking the steamer Northern Star from New York to the Isthmus, and the Uncle Sam from there to San Francisco, where he arrived after a voyage of twenty-six days. He started at once for the mines at Placerville, but continued mining but a short time; then engaged at blacksmithing, which trade he followed for the next nine years in that town. In 1863 he went to Nevada, where he followed the same occupation until 1880, when he went to Tombstone, Arizona, thence to San Joaquin County. In 1879 he purchased the ranch of 160 acres of



well-improved land, six and a-half miles from Lockeford, where he now resides. He is principally engaged in raising stock and grain.

He was married August 2, 1864, to Miss Sarah A. Noel, who was born in Wisconsin, August 17, 1843. They have two children, namely: Hattie L., born August 21, 1865, the wife of C. W. McIntire, clerk at the Yosemite House, Stockton; and Jerry, born April 10, 1879.

JUDGE ALBERT GALLATIN BROWN, deceased. Among the pioneers of California who have passed away in Stockton, none were more favorably known than he whose name heads this sketch. He was a native of Vassalboro, Maine, born September 9, 1801, his parents being Benjamin and Mary Brown. He grew up in his native State, where he embarked in the business of paper manufacturing, owning extensive mills. His large interests were swept away, however, by a conflagration which destroyed his mills, and when the California fever set in so strong in the East, he joined the throng hastening to that land of promise in search of fortune. He made the trip around Cape Horn on the schooner Suliote in 1849, being accompanied, among others, by his son, Benjamin Hall Brown. He proceeded to Mokelumne Hill, but after mining there a short time removed to Stockton, where he was for a time time engaged in staging. He was a prominent public figure in Stockton, and for many years held the office of Police Judge and Justice of the Peace.

He was married in Maine, to Miss Maryan Hall, a native of Boston, who died in Stockton, leaving four children, three sons and one daughter, still living. He afterward married Miss Maria Clark, who, with two children, the issue of the marriage, still survive him.

Judge Brown was a prominent Odd Fellow, and one of the old-time members of Charity Lodge, whose chairs he filled for years. He was also a member of the Masonic order. His long residence in Stockton and prominence in local affairs gave him a wide acquaintance, and he was universally beloved for his many noble, self-sacrificing qualities. He led a moral and temperate life and never touched intoxicating liquors or tobacco. He was associated with the Congregational Church of Stockton, in the affairs of which he took an active interest. On the 13th of October, 1884, he died, at a ripe age, mourned by as many warm and sincere friends as any man who ever lived in Stockton.

W. R. McGARY, a farmer of Elliott Township, was born in Washington County, Arkansas, September 1, 1853, a son of Matthew and Martha (Graham) McGary, the former a native of Indiana, born January 31, 1824, at the present time the owner of a farm in his native State, and the latter a native of Alabama, born March 25, 1823. W. R. McGary, the subject of this biographical sketch, remained on his father's farm until 1875, when he left home on the 23d day of March for California, arriving in Sacramento, April 4, 1875, without a cent of money. He met his cousin and borrowed $2.50 of him, and at once took the train for Lodi, San Joaquin County; he has remained around this section of the country ever since. The first man he worked for was James Falkner, Staten Island, Union Township; he was taken sick the first summer but soon recovered. He then came to within a mile of where he now resides and went to work for a man named Edward Bryant, whose step-daughter, Fannie A. Parker, became his wife, November 14, 1876, at Mackville, this county. She was the owner of this land (160 acres) on which they now reside; they also own 227 acres on the south side of the Mokelumne river, between Lockeford and Clements. Mr. McGary is a member of the Progressive Lodge, A. O. U. W., No. 190, and of the I. O. G. T., No. 115.

Mr. and Mrs. McGary have four children, namely: Walter M., born September 13, 1877; Mable A., August 31, 1881; Ethel C., July 18, 1883; and Riley Q., May 10, 1887.

W. H. WOODBRIDGE, superintendent of construction of the San Joaquin County court-house, is a native of Newcastle, Lincoln County, Maine, born December 16, 1848, his parents being Larkin and Cordelia (Chisam) Woodbridge; the father a farmer. W. H. Woodbridge was reared in the neighborhood of his native place, and there learned the carpenter's trade. He went from Maine to Massachusetts, and took up his residence at Wakefield, though he worked most of his time in Boston. From there he went back to Maine in 1874, and in 1878 came out to California, locating in Stockton. He worked about two years at journey work, then undertook contracting, which engaged his attention until October, 1888, since which time he has been superintendent in charge of the building of the new court-house of San Joaquin County, a position for which his extensive experience and knowledge of building peculiarly adapted him.

Mr. Woodbridge was married at Wakefield, Massachusetts, November 29, 1872, to Miss Minelia Day. They have one child: Ethel Lillian, born at Wakefield, Massachusetts.

Mr. Woodbridge is a member of Charity Lodge, No. 6, I. O. O. F., in which he has passed the chairs, and is also Past Chief Patriarch of Parker Encampment, and Commander of Canton Ridgeley.

F. S. HOWLAND, a farmer of Castoria Township, San Joaquin County, was born in Bristol County, Massachusetts, July 14, 1827, and at the age of seven years migrated to Ohio, where he remained until twenty-two years of age. He then went to Indiana, where he stopped one year, then, in 1852, started across the plains to California, arriving on the 27th of October, of that year. He has been situated in several different places in the county, but finally settled on a ranch close to Lathrop, where he has a fine large residence and improvements to correspond. The ranch on which he resides contains sixty-five acres. On another ranch in the same vicinity he raises grain and some stock.

He was married to Miss Barbery Meyer, and they have five children, viz.: Annie L., Leroscoe, Leroy, Fannie V. and Oliver M. Leroscoe and Leroy were twins. Leroy was shot and killed in Tulare County, by L. Wicks, when about twenty-one years of age.

JOHN T. DOYLE, superintendent of Eureka Warehouses (the Farmers' Co-operative Union of San Joaquin Valley, proprietors), and member of the Stockton City Council, is a native of New York city, born January 9, 1850. He was reared in the American metropolis, and there received his education and practical business training. In 1876 he came to California, locating in Stockton, and was for two years connected with the Stockton Warehouse. Since 1878 he has been superintendent of the Eureka Warehouses, handling that exacting business with rare ability. In 1882 he was nominated and elected to the City Council, serving till the spring of 1884, and declining renomination. Under the new charter, however, he was elected in the fall of 1884, and has been an active and influential member of that body ever since, by virtue of re-election in 1886, 1888 (during which term he served as president of the council), and in 1889. He has always taken an active part in the committee work, and is now chairman of the Finance Committee, and a member of the committee on Ordinances and Judiciary, on Public Improvements, and on Printing and Education. He has for a number of years held a high place in

the councils of the Democratic party, and in the fall of 1888 received the unanimous nomination of the party's convention for Assemblyman from this district. He declined the honor, which crrried with it the certainty of election, on account of his business engagements, and in May of last year declined the nomination for Mayor, preferring his active business life. From January, 1887, to June, 1889, Mr. Doyle was President of the Y. M. I. of this city, and he represented the local Institute in the second, third and fourth Grand Councils. In the last mentioned he was Second Grand Vice-President of the Grand Council, and is now a Deputy Grand President of that flourishing organization. He has been President of the Irish-American Benevolent Society for a number of years

When the volunteer fire department was in vogue, he was its secretary two terms, and also held the position of foreman of Protection Hook and Ladder Company, being one of the representatives from this company in the Board of Delegates, Stockton Fire Department, during all the time he was connected with the department.

Mr. Doyle is an enterprising young man, affable and agreeable, and is very popular, having a large circle of warm personal friends.

LEROSCO W. HOWLAND, farmer of Castoria Township, San Joaquin County, was born in San Joaquin County, January 26, 1854, son of H. S. and Barbara (Meyer) Howland, the former a native of Massachusetts, and the latter of Switzerland; the father was born July 14, 1827, came to San Joaquin County in 1852, and is now residing near Lathrop. Lerosco W. was reared in San Joaquin County. He bought 185 acres of land, in 1883; four years afterward he sold 160 acres to parties who divided it into town lots. He has fitted up his place with fine buildings, and made a comfortable homestead of it. November 18, 1885, he was married to Miss Alice Smith. They have one child—Anna Dell.

MARY MEHRTEN, a fruit farmer of Elliott Township, was born in New York State, January 13, 1839, the daughter of Barnet Poppe, a native of Germany. Mrs. Mehrten came to California in 1850 and has remained here ever since. She has one of the largest and best fruit ranches in this section of the country. It contains 204 acres and is situated near the banks of the Mokelumne river on a fine piece of bottom land. A beautiful view can be obtained from the hill-side in front of the residence of the orchards, which were set out years ago. Fruit is the principal product of the farm, which is best known as the old Poppe ranch, although plenty of hay and grain is raised. The fruit consists of pears, peaches, plums and apples; they raise some grapes for their own use.

She has a family of eight children, namely: Lizzie, Henry, Daniel, George, Annie, John, Charley and Lora, all born in Calaveras County.

DR. H. R. BULSON, of Stockton, is a native of Rochester, New York, born March 4, 1841. When he was a mere child, his father died, and he was brought up in Crawford County, Pennsylvania, where he received a thorough literary education. When the civil war broke out, he enlisted in the Union cause, joining the Erie regiment, in the three-months' service, and went with his command to Washington, in the defense of which he served until mustered out. After his discharge, he went to Michigan, locating at Dundee, Monroe County. He soon decided, however, to re-enter the service, and enlisted at Detroit, September 22, 1861, for three years, in Company K, First Michigan Cavalry. He served principally in the Shenandoah valley and Western Virginia

under Generals Pope and Sheridan. He was discharged on account of disability incurred in the service, July 3, 1863. He then went back to Michigan, and commenced the study of medicine under Drs. Munger and Newcombe at Dundee, with whom he remained abont two years, taking a thorough course of office reading. He attended lectures one year in the medical department of the University of Michigan at Ann Arbor, then took a similar course at Rush Medical College, Chicago, and finished with two years' attendence on lecturers at the medical department of the Northwestern University. He also attended several terms of lectures at various times since. His medical education has been most thorough, and he has taken several diplomas. During the early part of his career as a physician he practiced in Michigan, but later removed to Wisconsin. Owing to the failing health of his family he came to California, and practiced at Eureka, Humboldt County, until 1889, when he was compelled to relinquish a splendid practice there on account of the climate of that locality being unsuited to his health. He chose a location in Stockton, which has since been his home, and where he already ranks in the highest circles of his profession. He was a member of the State Medical Society of Michigan and Wisconsin while practicing in those States. In Eureka he served one term as health and quarantine officer, and was commissioned Surgeon of the Sixth Brigade, National Guard of California, resigning the office when he removed to Stockton. He is a Chapter Mason and a member of the G. A. R. Of his three sons, the oldest died at the age of sixteen and the second, C. H., whose sketch appears below, is practicing medicine in partnership with his father. The third son, W. H., is at this writing (1890) taking a college course in San Francisco.

Dr. C. H. Bulson is a native of Bloomingdale, Michigan, born November 6, 1867. Before he had reached the age of seven years, his parents removed to Rock County, Wisconsin, and there he was educated. He accompanied his father to California in 1883, and studied medicine with his father and with his uncle, Dr. S. B. Davis. He attended the Cooper Medical College, San Francisco, and the Rocky Mountain University, Denver, Colorado, where he graduated, April 9, 1889. He has had extensive experience in the hospitals and free dispensaries of the East, and has been engaged in active practice since coming to Stockton.

R. METCALF, a farmer of Elliott Township, is the son of William and Elizabeth (Elkins) Metcalf,—the former a native of Kentucky, where he was born December 5, 1806, a Freemason and a member of the Baptist church; the latter a native of Tennessee, born May 1, 1811,—was born in Laurel County, Kentucky, October 17, 1833. His parents removed to Randolph County, Missouri, where they remained a short time, thence to Macon County, Missouri, where they remained a short time, then went to what is now Grundy County, Missouri, in 1838. They were among the first settlers in that county, and remained there until the father's death, March 31, 1878; the mother had died December 23, 1843. Our subject started for California May 7, 1857; he joined a party of twenty-four who were going to cross the plains with ox teams, and landed within two miles of where he now resides, September 19, 1857. He at once purchased a ranch containing 503 acres, situated on the Mokelumne river, one mile northwest of Lockeford. He has resided there ever since. The farm is well improved and cultivated; his principal product is grain, and he carries on the stock-raising business. He also raises enough fruit for family use.

He was married to Miss Margaret Bryant, February 8, 1857, who was born in Kentucky, January 26, 1830, and died March 21, 1885, leaving four children, namely: Elizabeth L., born November 3, 1857, a school-teacher, now residing at home; William, born September

15, 1867, a farmer, residing at home; Katherine, born September 26, 1870, attending college at Woodbridge, San Joaquin County, and Clara, born January 22, 1874, attending the same college; and there were four children deceased. Mr. Metcalf was again married to Mrs. Martha (Popham) Sinclair, who was born in England, September 27, 1839, and died June 10, 1889.

Mr. Metcalf is an ordained Elder in the Church of United Brethren in Christ.

W. COWELL, City Treasurer and Tax Collector of Stockton, is a native of Cayuga County, New York, born August 23, 1849, his parents being Myron and Melvina Ann (Sanders) Cowell. He resided in New York State until eighteen years of age, when the family removed to Virginia, locating about twenty-three miles from Richmond. He remained with his parents until he had reached the age of twenty-three years, and during the latter part of the time managed the family farm. He then went to Washington, District of Columbia, and entered the employ, as clerk, of J. J. Shipman, in the grocery and provision business. The business was purchased by Samuel Tyler, son of Dr. Tyler, and with the new proprietor Mr. Cowell remained until 1876. In February, 1877, he came out to California and located in Stockton. An opportunity presenting itself, he engaged in the milk business for C. Hurd, which employed his attention for fifteen months. After that he started a free delivery of mail matter among the business men of Stockton, and it was continued successfully until the Government carriers took the business away. Mr. Cowell carried on the mail delivery nearly two years, then embarked in business on El Dorado street, in partnership with Miss E. F. Sanders. In 1882 he was chosen as Deputy County Assessor; after he had served two years in that capacity he was elected City Assessor, which office he held two years. He was then appointed Deputy City Assessor. He still continued in his capacity of Deputy County Assessor, and the following year was elected City Treasurer and Tax Collector. He served as Deputy County Assessor in all six years. In May, 1889, he was elected as City Treasurer and Tax Collector, and assumed the duties of the office June 1, 1889, and will hold until the last of May, 1891. Mr. Cowell has had the Stockton agency of the San Francisco *Examiner* since July 1, 1888, and has nearly doubled the local circulation. He also handles the Stockton *Independent*, San Francisco *Call*, *Bulletin*, *Post*, and *Report*.

Mr. Cowell has been twice married, first to Miss May Thresher, who died in this city. His present wife was formerly Miss Alma Howard. They have one child—Howard.

Mr. Cowell is a member of the Knights of Honor and the American Legion of Honor. He is a pushing and enterprising business man, and as an official commands the respect of the community.

NEAL BROTHERS, Rufus B. and Charles H. —In writing the history of these gentlemen we will take them together, as in fact they have always been inseparable and all their business transactions are usually done together. There were orignally three of them, who came to this State together, one of whom, Joseph W. Neal, has since died. The parents of these boys were Joseph, a native of Massachusetts, and Hannah (Hutchinson) Neal, the latter a native of Middleton, Massachusetts. They made their home in that State up to the time of their death. In their family were ten children, five sons and five daughters. One of the daughters came here in September, 1883, in a very delicate state of health and died about six weeks afterward. Another of the family came here in 1869, when the Central Pacific road was built, lived a year and a half and then died.

Rufus B. was born March 9, 1829, and Charles H. was born November 2, 1831. All

the children were natives of Salem, Massachusetts, where the parents resided. The three brothers attended the same school in Salem. Rufus afterward learned the bricklaying trade, at which he worked a while; Joseph was a carpenter by trade. After leaving school, Charles took a trip to the eastern coast of Africa, from where he had just returned when the gold excitement broke out. The boys then concluded to cast their lots together and come to California after riches. November 29, 1849, they sailed from Newburyport in the brig Ark, Captain Marsh, around the Horn, and landed in San Francisco, May 6, 1850. They went to Sacramento and thence to Salmon Falls on the South Fork of the American river. The next season they went to Hangtown. They wanted to go prospecting toward the north but the trouble with the Indians was then in progress, Colonel Rogers having command of a regiment of troops. They prospected in the mountains around Placerville for about two months with a party of sixteen others on account of the Indians, then they returned to Placerville. The following winter they built a cabin and spent the winter below Mud Springs, working at mining.

The next spring they gave up mining, came to this valley and took up a ranch, the one on which they now live. They afterward went back to the diggings and worked out a lot of loose dirt there. In the spring of 1853 they returned to this valley and extended their claim by putting Joseph's name in. The land was completely covered with heavy timber and undergrowth of bushes. At that time the nearest ranches were those of Benedict and Staple. There was a postoffice at the latter place. Since that time the population has been steadily increasing. Their ranch contains 500 acres, situated in Liberty Township, on the north bank of the Mokelumne river; it is fertile land, well adapted to the raising of almost anything, but is principally devoted to wheat. There is a fine orchard and vineyard. In the exciting times of 1860, when Lincoln was elected, a convention was called and Charles Neal was nominated and elected for the office of Constable. At that time a good reliable man was required to hold the office, and probably no better choice could have been made; Mr. Neal says it was the hardest work he ever did.

Politically they have always been Republicans and are influential supporters of the party, both of them being well informed both in local matters and the political and general history of ancient and modern times. Joseph Neal died January 14, 1883.

SHERBURN R. THORN is a native of Allenstown, Merrimack County, New Hampshire, where he was born April 18, 1830, son of Nathan and Louis (Rowell) Thorn, both natives of New Hampshire. When Sherburn was nearly two years old his parents moved to Canada, locating in Stanstead, in what was called Lower Canada, within five miles of the Vermont State line, where they made their home from 1832 till 1847, then moved back into Vermont, where Nathan Thorn died, in 1877; his wife died in Canada, in 1845. In the family there were six children, five sons and one daughter.

The subject of this sketch was raised principally in Canada, where he lived until fifteen years of age. He made his home with his parents until twenty-one years old, during which time he worked on their farm and sometimes worked out for wages. He continued this mode of life until he came to California. October 20, 1856, he sailed from New York on the George Law for Panama, and this side took the steamer Golden Gate for San Francisco, where he landed November 14. He took the steamer for Sacramento and then the stage for Placerville, El Dorado County, where he engaged in mining, remaining in the vicinity up to 1861. Like most all miners Mr. Thorn had the usual luck attending ventures of this kind, sometimes striking a big lead and taking out considerable

gold, and at other times losing it in some mining speculation. In May, 1861, he came down to this valley and settled on the place where he now lives, a ranch containing 160 acres of Government land, which is now in a good state of improvement, all the work of its present owner. His efforts here have been attended with success, having up to the last winter done all the work on the place himself. Mr. Thorn is a consistent and devoted member of the Methodist Church, of which he has been a member since 1857. Politically he has always been a Republican, although in no sense a politician. He was married at Diamond Spring, in July, 1859, to Miss Amanda Knight, a native of Caledonia County, Vermont. She came to California in 1859. They have a family of three children: Lois Amanda, Mrs. Sarah T. Bancroft and Ruby E. They have also lost two children: Albert S., aged nineteen and one-half years, and Edna M. died when young.

WREIFF NAUMAN, Principal of the new Fremont School, Stockton, is a native of Pennsylvania, born at Manheim, November 18, 1861, his parents being Peter and Elizabeth (Reiff) Nauman. He commenced his education at his native place, and was graduated at the Manheim High School in 1879. He completed his education at the State Normal School, Millersville, Pennsylvania, where he was graduated in 1884. He had, however, commenced his career as an educator before that time, having already taught five years in his native county. From the time of his graduation at Millersville until the summer of 1889 he was principal of the Manheim High School. Having come to California at the time of the meeting of the National Educational Association in 1888, he was sufficiently impressed with the desirability of the State as a place of residence and as a field of labor in his profession, to induce him to remove here, which he did in 1889. He was chosen by the Board of Education as the first principal of the Fremont School, an appointment that promises to be a happy one, on account of the high character of the incumbent and a previous record as an able educator. Mr. Nauman is a working member of the Y. M. C. A.

HAYES NICEWONGER, a farmer of Castoria Township, San Joaquin County, was born in Pennsylvania, January 8, 1845, and in 1863 joined the Signal Corps and served in that capacity in the army until 1865, when he emigrated to Quincy, Illinois. In 1869 he came to California, arriving in Stockton May 18, 1869. He joined his brother, who had come to California prior to himself, and has been engaged in farming ever since. His residence is on the French Camp road, about four miles east of French Camp, and nine miles from Stockton. On the 11th of August, 1870, he was married to Miss Cynthia Castle. They have a family of three children, namely: Cary H., Charlie H. and Hattie H.

CHARLES W. WARD, Superintendent of the San Joaquin County Hospital, was born at Augusta, Maine, April 17, 1849, his parents being William L. and Sarah C. (Burrell) Ward. He was reared in his native State, and between the ages of six and nineteen years resided at Reedfield. His parents are now residents of Oakland, Maine. When he was nineteen years of age he left home and went to Prescott, Wisconsin, and for some time thereafter was engaged in teaming and in stage-driving, being with the firm of Stone & Co. most of the time. In 1872 he came to Linden, California, and after several years' experience at farming, engaged in butchering, at which he was employed some four years. After that he was for fourteen months in a mercantile establishment. He came to Stockton September 25,

1881. February 16, 1882, he commenced his connection with the hospital in the capacity of steward. February 15, 1889, the title of the office was changed from steward to superintendent, and Mr. Ward continued in the position. Under his supervision the hospital has taken high rank among institutions of its class, and the surroundings evidence the watchful care which Mr. Ward gives his charge. It is but a fair statement of facts, and one that is due to say in this connection, that the Hospital of San Joaquin County reflects credit on the county and the able superintendent of the institution.

Mr. Ward was married in Wisconsin to Miss Henrietta L. Hoyt, a native of Maine. They have one child—May F. Mr. Ward is a member of the A. O. U. W. He joined at Linden, but is now a member of Stockton Lodge, No. 23.

HORACE D. NORTHROP was born in Franklin County, Vermont, November 16, 1824, son of Isaac and Polly (Rice) Northrop, the former a native of Vermont, and the latter of Springfield, Massachusetts. Our subject was left an orphan early in life, his father dying when he was but four years of age, and his mother when he was ten. There were four children in the family, Horace being next to the youngest. He, after the death of his mother, went to live with an aunt till he was fourteen years old, when he hired out by the month, worked about eight months, then returned to his aunt and did chores for his board, going to school that winter. The next year he hired out to the same man again, staying about three months. He then went to work for a cousin, with the agreement that at the time he left him he was to have two suits of clothes, $150 in money, and during the time that he remained, three months' schooling in the winter. He made his home with him till he became of age, when he went to Boston and engaged in the oyster business. For several years he worked for another man, after which he did business for himself, continuing in that trade for about eight years. In the year 1850 he started for California, but on reaching Iowa he stopped with a brother who lived there, and who had persuaded him to remain there. Accordingly our subject purchased a farm in Jackson County, and engaged in farming. The same year, and shortly after he had bought his place, he was united in marriage to Roxana Wilson, a native of Hillsborough, New Hampshire. He lived on his farm in Iowa about fourteen years, up to 1864. His first wife died January 8, 1856, at the age of thirty-four years, six months and eleven days. She was the mother of four children, two of whom died in infancy. The others are George L., born November 24, 1853, now occupied in farming in Calaveras County, California, and Samuel W., born November 22, 1855, also farming in western Iowa. Mr. Northrop was married to Mrs. Lydia C. Wilson, his present wife, a native of Canada, March 1, 1862. Her maiden name was Cram. She went to Iowa in 1860, and came with her husband in 1864 to California. They crossed the plains in wagons, being accompanied by several other California-bound families. The train left Iowa May 3, and reached Red Bluff, Tehama County, on the 22d of August, being nearly four months on the road. For about a month the party camped at Battle Creek, Tehama County, visiting friends there, and from there they went to Napa County, thence to Stockton, not yet decided upon a place for settlement. In October of the same year Mr. Northrop arrived in the vicinity where he now resides, and the following year purchased the ranch upon which he has ever since made his home. This ranch contains 162½ acres of choice farming land, which is under good improvement, devoted principally to general farming.

Mr. and Mrs. Northrop have four children: Frances C. (deceased), born in Iowa, June 11, 1863, died January 19, 1885; Ella, born May 17, 1867; Cora E., April 26, 1870, and Charles W., October 10, 1873. Mr. Northrop and wife

have been members of the United Brethren church since 1878.

Politically he has not taken an active interest. He belonged to the Democratic party until 1884, since which time he has affiliated with the Prohibition party.

PETER F. JAHANT is a native of France, where he was born February 12, 1827, a son of Francis and Marian (Boquete) Jahant. When he was about six weeks old his parents emigrated to Ohio and settled in Akron; the mother is still residing there, at a very advanced age; the father died in 1858. In their family there were eleven children, all of whom are living, and the heads of families. Six reside in this county, namely: Victor, a prominent farmer of Liberty Township; Louis, residing in Stockton; Mary, widow of John B. Nye; Marian, wife of Robert Winters; and Louisa, wife of C. A. Ashley, both of Stockton.

Peter was raised in Ohio. In 1850 he started for California March 11: he started by water for St. Joseph, Missouri, from there crossed the plains with mule teams, arriving at Weaverville, about the first of July, after a very rough, unpleasant trip. In the party were three or four young men who wanted to go to Sacramento. Our subject preferred to remain where he was and go to mining. He had only five cents in his pockets, and one of the others offered him some money, but he refused it, thinking that he could soon get work. After hunting for work all day he began to feel hungry, and having nothing to eat, he finally determined to ask advice. Accordingly he went to one Dr. Sargent, of Sargent Bros., and told him of his condition. Sargent, who kept store, told Peter to help himself to whatever he wanted and pay for it when he was able, as was the custom of the country. He took a little pork, that had come all the way around the Horn, some flour and a few other things, and started in to get his first meal. In crossing the plains he had been a teamster and knew nothing of cooking. The bread which he manufactured out of that flour would have been a novelty to the epicureans of to-day. It was blue and sticky, and he, not being accustomed to bread of his own baking, could hardly eat it. The next morning he took a few tools and asked Sargent where he should dig; upon being told "out there, anywhere," he went to work, worked hard all day and earned $1. The second day $2, and on the fourth day $4; about that time an old Californian came along and asked him why he worked so hard, telling him that he would make himself sick. He also offered to take him with him and do better by him than he was doing for himself. Peter went and the result was an ounce a day and only four hours work. He mined about two months, then went to Sacramento, bought a team, and went to teaming, which he followed a month and six weeks, when he was taken with cholera, the expense of which took all his hard earnings and also his mule team, and when he recovered he found himself again penniless. After that he returned to mining on the north Yuba until the stormy wet winter of 1852–'53, which closed his mining experience. He returned to Sacramento, which he found inundated, and finally came to this county, settling on the place where his brother Victor lives, taking up Government land. In 1865 he sold the place to his brother and went to Stockton, where he bought a livery stable, in which business he continued till 1871. He then returned to his old neighborhood and bought the ranch where he now lives. He has in all 540 acres of valuable land, which is under the highest state of improvement. His handsome residence was erected in 1885 at a cost of about $5,250, and it formed a most comfortable home. He is one of our most successful farmers, and carries on the business with the most improved methods.

In former years he was a Democrat, but since the war has been a supporter of the Republican party, yet does not take much active interest in political matters generally.

He was married in 1867, in Stockton, to Miss

Susan Maley, who was of Irish descent, raised in Boston. They have eight children, namely: George, Frances, Charles, Martha, Adeline, Lizzie, Susan and Carrie.

GEORGE F. McNOBLE, the bright young principal of the Weber School, Stockton, is a native of Calaveras County, California, born at Rich Gulch, July 29, 1866, his parents being M. D. and Margaret (Reely) McNoble. His father, a native of one of the British islands contiguous to the coast of Scotland, was but a little over a year old on coming to this country, and was reared at New York city. He came to California in the pioneer days, via Panama, locating at Rich Gulch, where he mined for a time. Afterward he engaged in mercantile business, where he now lives and finally retired from active business. George F. McNoble, subject of this sketch, was reared and commenced his education in Calaveras County, and was a grammar-school graduate when, in April, 1877, he came to Stockton for the purpose of fitting for the university, he entered the high school, where he made an enviable reputation, and carried off the highest honors of his class, where he was graduated, in 1889. On account of the splendid impression made by him he was elected principal of the Weber School, assuming the duties of the position August 22, 1889, and in that post has shown great strength and ability. He is a member of Truth Lodge, I. O. O. F., Stockton; he has passed the Chairs of Alta Parlor, No. 46, N. S. G. W., at Mokelumne Hill, and represented the parlor in the grand body in 1887.

E. BAIRD, Principal of the Franklin School, Stockton, is a native of California, born in San Joaquin County, May 23, 1861, his parents being B. P. and Julia (Guernsey) Baird; both were natives of New York. The father came to California from Elgin, Illinois, in 1853, and was for a time in San Joaquin County. From here he went to San Jose in 1854, and later to the mountains, where he followed mining. From there he came to Stockton, and was in business here in 1859 and a portion of 1860. In the latter year he moved to the vicinity of Lockeford, where he now resides. From 1876 to 1883 he lived with his family in Stockton, during which time he served as Deputy County Assessor, and one term as City Assessor.

The subject of this sketch, E. E. Baird, received his education in Stockton, and was graduated at the high school in the class of 1881. For over a year following he was engaged in historical work in Washington Territory and Oregon. In 1884 he commenced teaching, and taught a considerable portion of the time in the county schools until 1888, when he was elected principal of the Franklin School, assuming the duties of the position on the 10th of August of that year.

Mr. Baird is a member of Stockton Lodge, I. O. O. F., and of Lebanon (Rebekah Degree) Lodge. He is a member of the Stockton Guard, Company A, Sixth Regiment, N. G. C. Mr. Baird is one of the most energetic of Stockton's superior corps of educators, and under his principalship the Franklin stands in the front rank of city schools.

THOMAS J. HOLMES is a Kentuckian by birth, born in Harrison County, January 11, 1825, his parents being Thomas, a native of Virginia, and Jane (Vance) Holmes, a native of Kentucky. In 1839 they removed to Marion County, Missouri, where they made their home up to the time of their death, both dying the same year, at an advanced age. In their family were eight children.

Thomas, the subject of this sketch, lived with his parents until he was twenty-one years old, working on his father's farm and teaching

school for a while. He was married the year after he became of age, in 1847, and until 1851 carried on farming and teaching school. In 1851 he bought an ox team and joined some neighbors who were coming to California. They crossed the Missouri river April 18, landing at Diamond Spring, El Dorado County, August 28, 1851. He commenced mining and continued it until 1860; during all these years, he, like many others, made considerable money in the mines, but was not able to save it. At length he determined to go into some other business. He came down to Stockton, landing there with but $10 in his pocket. He worked for wages a few years, and finally settled on the place owned by Victor Jahan, where he stayed a year, when he purchased his present place of 240 acres, situated in Liberty Township, in the northern part of the county, and where he has resided since 1868.

Politically Mr. Holmes was an old-time Whig until that party became absorbed in the Know-Nothings, since which time he has been a Democrat.

Mr. Holmes was married to his present wife, Mrs. Anna (McGuin Bemenderfer) Holmes, in October, 1880. By her former husband there is one child, born February 2, 1880, in San Francisco, named Louis Bemenderfer; and Mary J., born January 23, 1882, is of the present union.

JOSEPH ERVIN HALL, a member of the City Council of Stockton, was born in Monroe County, Michigan, February 6, 1852, a son of Thomas Erskine and Azuba (Eckley) Hall. His father, born in Rutland, Vermont, September 11, 1817, moved with his parents to Michigan, and afterward, in 1866, with his wife and children, to McHenry County, Illinois, where he is still living on his farm. His mother, born also in Vermont, in 1828, died in Illinois in 1886. Grandfather David Hall, born in Vermont about 1787, and by trade a marble-cutter in early manhood, died in Michigan about 1860, and his wife, Abigail, lived to the age of eighty-two, dying in Illinois about 1874. Grandparents Eckley lived to be over eighty, and grandmother Eckley's brother, Samuel Simmons, is living in Ringwood, Illinois, at the age of nearly 100 years.

J. E. Hall, the subject of this sketch, was brought up on a farm, received the usual education, and helped on his father's farm. He came to California in 1871, arriving in Stockton on the 20th of April. Here he became a clerk in the grocery business and is now an outside salesman in the same line, being with the same firm seventeen years. In 1878 he embarked in the manufacture of gloves, and after two years in that venture he returned to his former position, grocery salesman. He was elected, in 1884, to the city council, and served one term.

Mr. J. E. Hall was married in Stockton, September 11, 1879, to Miss Mary Jane Smith, born in this city, a daughter of James C. and Harriet Melcena (Boone) Smith. Her father, born in Tennessee, March 29, 1820, is a rancher just outside the city limits on the northwest, owning about 2,400 acres. Her mother, born in Kentucky, May 10, 1824, was brought up in Indiana, where her father, a nephew of Daniel Boone, was a member of its first constitutional convention. Mr. and Mrs. Hall have three boys: Clarence Ervin, born July 3, 1880; Eckley Boone, November 4, 1883; Eugene Lynwood, January 9, 1886. Mr. Hall is a member of the I. O. O. F., the K. of P., and the A. O. U. W.

MRS. T. E. MEGERLE, manager of a farm in Elliott Township, was born in Richland County, Ohio, November 14, 1849, a daughter of Jonathan and Nancy (Jump) Boice; the former a native of England, died in Elkhorn Township, San Joaquin County, in 1875, and the latter, a native of Virginia, died in San Joaquin County, in 1871.

Mrs. Megerle came to California with her parents in 1859 and remained with them until she was married in 1867 to Philip Megerle. He died February 13, 1886, leaving her with six children, all well provided for. Their ranch contains 155 acres, situated a half-mile from Clements and three miles from Lockeford on the Clements road; it is devoted to stock-raising and general farming. Philip Megerle was a member of the I. O. O. F. and of the A. O. U. W. He was an industrious farmer of San Joaquin County, respected by all his friends. The children of Mr. and Mrs. Megerle are: Ada M., born May 20, 1869, now the wife of C. H. Reasoner, a farmer of Elliott Township; Louisa A., born August 14, 1870; Ella, January 15, 1873; Lewis J., December 27, 1876; Philip H., October 6, 1879; and Robert G., July 20, 1882.

NOYES BAILEY, retired, of Stockton, is a native of Vermont, born at Newbury, Orange County, December 12, 1819, his parents being Noyes and Phebe (Tice) Bailey, to whom eleven children were born. His great-grandfather, General Jacob Bailey, was one of the distinguished officers of the patriot army in the Revolutionary war. Joshua Bailey, grandfather of the subject of this sketch, was a Colonel in the Revolutionary war. An uncle of our subject was a soldier in the war of 1812. Noyes Bailey, with whose name this sketch commences, was reared at his native place, and received the education afforded by the neighboring schools. In 1851 he removed to California, sailing from New York on the Prometheus, the trip being the second one made by a Vanderbilt steamer in the California trade. Arriving at Greytown, the party proceeded up the San Juan river to the rapids, and when they arrived there found the lake boat had gone. They were almost without provisions, and a committee was formed to board boats and go down the river and see about supplies. They found only one day's provisions, and it was arranged with the agent of the company that one would go back for provisions. Some of the passengers went with it; the boat came while they were away and took the remaining passengers away. Their contract with the company was that they were to be furnished transportation by pack mule, but there were no pack mules there, and they had to walk fourteen miles in the rain. On arriving at San Juan they had to wait ten days, as the steamer they were to go on met with an accident to her machinery, and went away for repairs. They then wanted the agent of the line to pay their board, according to contract, but he refused. A Californian among them then told the agent that he would blow the top of his head off if he did not do it, and the next morning the agent gave them $150 to pay board with. Finally an old steamer came in and they took passage on her for San Francisco. The boat was so far gone that when it reached San Francisco it had to be tied up and overhauled. It was afterward lost. They landed on the 26th of November, 1851, and Mr. Bailey proceeded to Stockton, where he remained a month with his brother, D. Y. Bailey, and then went to Vallecito to engage in mining. On the way there, however, he was taken sick, and the doctor told him he had fever. In the meantime he and his brother Jacob had purchased a claim, the former owners of which, some Boston parties, had shown them two milk pans nearly full of clear gold. Mr. Noyes Bailey was compelled to leave, however, on account of his sickness, and returned to Stockton. Here he placed himself under the care of Dr. Grattan, and was cured after a year's illness. In December, 1852, he engaged in teaming between Stockton and the southern mines, and followed that occupation until 1855. In 1854, however, he engaged in ranching on the Dailey place, where he put in one crop. The next year he went to farming in partnership with his brother D. Y., who had taken up some land twelve miles from Stockton, near the Sonora road. After three or four years there he sold out and he and his brother J. N. bought a tract about eight miles from the city,

not far from the Sonora road, and engaged in farming there. In 1864 J. N. Bailey sold out to Tim Page, and he and Noyes were in partnership for three or four years. Then Mr. Bailey bought his partner's interest, and he thereafter carried on ranching without a partner until 1884, since which time he has resided in Stockton.

Mr. Bailey was married in Vermont in 1864, to Miss Hattie Fuller. He was born and reared a Democrat, but was connected with the Republican party almost since its organization. He is now a Prohibitionist, however, and one of the most zealous and conscientious workers in the interests of Prohibition. He has been a Methodist since 1865, and is one of the prominent members of the Central Methodist Episcopal Church of Stockton. Five of the family are still living, one sister in their native town (Newbury, Vermont). The three brothers of Noyes Bailey residing in California are J. N. Bailey, A. J. Bailey, and George C. Bailey. Jacob Bailey, formerly engaged in mining, has not been heard from in many years.

ANGUS McKINNON, of the firm of McKinnon & Tumelty, bridge builders and general contractors of Stockton, was born on the Isle of Mull, Scotland, March 14, 1841, a son of Donald and Mary (McCormac) McKinnon. The father died in middle life, and the widowed mother came to Canada with her five sons and three daughters, of whom three sons and two daughters are living in 1890. Of these Isabella, living in Canada, is about sixty, and John is a Baptist clergyman in Ontario. The mother, born in the first decade of the century, died about 1879, aged over seventy.

The subject of this sketch received a limited education in his youth, starting in early to earn his living. At the age of fifteen he came across the border into Michigan and went to work in a "logging camp" in the winter of 1855–'56, and thence to St. Louis, Missouri, where he made a few trips as a steamboat hand. Going then to Louisville, Kentucky, he there learned the trade of shipwright and caulker; and in 1858 secured the position of carpenter on the steamer "Autocrat," engaged in the Louisville and New Orleans trade. Yellow fever becoming an epidemic that season in the cities of the lower Mississippi, he and a companion went from Natchez to Fairchild Island, where they engaged in chopping wood. They not only made money but escaped the scourge and returned to Louisville in the spring of 1859. From that city Mr. McKinnon went to Metropolis, Illinois, on the Ohio river, where he worked at shipbuilding for the Memphis Packet Company until 1865. He then worked for the Morse Dry Dock Company in St. Louis, and then steamboated for the St. Paul and St. Louis trade: he worked for that corporation seven years on salary, at different points. Meanwhile he was married in Dubuque, Iowa, January 24, 1868, to Miss Martha Morrison, born in Glasgow, Scotland, about 1845, a daughter of John and Martha (McDonald) Morrison, who came to America in and settled in Dubuque, Iowa, where the mother is still living in 1890. The father died in 1877 in Santa Rosa, California, whither he had come for the benefit of his health.

Mr. McKinnon came to this city in March, 1874, without his family, and found work at his trade of shipwright, building tugs and barges that summer. His wife becoming ill he went to Dubuque and returned with his family the following spring, when he resumed work in this city. Shipbuilding becoming dull here, he went to work for the "Southern Pacific," on its western division between Brighton and Niles, and was employed by that corporation in bridge-building for four years. Mrs. McKinnon died in this city in 1878, and her remains were taken to Dubuque for burial. Four children survive her: Angus C., born in Muskegon, Michigan, March 24, 1870, is now reading law in the office of Louttit, Woods & Levinsky of this city; Martha Isabella, born in Dubuque

October 3, 1872; John Andrew, born in Dubuque, December 31, 1874; Ellen Young, born in this State, November 16, 1878. Miss Isabella McKinnon is being educated in Van Ness Seminary in San Francisco, and the younger children in this city.

In 1880 Mr. McKinnon formed a partnership in this city with three others in the bridge-building line, under the style of McKinnon & Company, only to find that there were too many partners for harmonious action. In 1883 he formed the present firm of McKinnon & Tumelty, bridge builders and general contractors, who have since done a very considerable amount of work in their line in this city and county, and also in Stanislaus, Tulare and Kern counties.

Mr. McKinnon was married in this city October 1, 1885, to Mary Adne Allen, born in Wisconsin, her father being a Congregational clergyman, of the Allen family of Massachusetts. Mrs. McKinnon has four sisiers on this coast, one of whom is Mrs. John C. Reid of this city.

Mr. McKinnon has been an Odd Fellow since 1862, joining the order in Metropolis, Illinois, and a Mason since 1867, joing that fraternity in Dubuque, Iowa, but has transferred his cards to lodges in this city. He also joined Dubuque Lodge No. 9, A. O. U. W., and still retains his membership in that lodge.

VALENTINE KAISER, a farmer of Castoria Township, San Joaquin County, was born in Germany, December 19, 1826. He was reared and educated in the country of his birth. In the year 1847, he sailed for New York in the vessel Konigunde, reaching there after a voyage of forty-two days. He started for Cincinnati, Ohio, in search of his brother: upon reaching there he found out that his brother had enlisted in the United States army under General Taylor, and was slain in the battle at Palo Alto, Mexico.

Mr. Kaiser worked five years in the iron foundry of Wolf Brothers.

In 1850 he married Miss Catharine Nagle.

In May, 1853, he, in company with eight other men, with their families, started for California, in wagons drawn by oxen, passing through Indiana, Illinois, Iowa, Nebraska, and Wyoming Territory, reaching Salt Lake city October 15.

After crossing the Missouri river they did not see any white inhabitants until they reached Salt Lake City. They were attacked by Indians in Nebraska, and were compelled to give them nearly all of their provisions, in order to escape unharmed. Being thus deprived of the larger part of their provisions, they could not afford to lose any chance of securing food. On reaching the Sweetwater river, Mr. Kaiser shot a buffalo, which was standing at some distance from him. It was the closest shot he had had during the trip, but he brought down his game beautifully. Upon reaching Salt Lake City they decided to remain there for the winter, then, in the spring, they continued their journey to the "land of gold."

Mr. Kaiser settled in Alameda County, and rented a farm of J. Nagle. In 1845 he came to this county and bought his present farm of 418 acres of land. It is highly cultivated and has the best of improvements.

Mr. and Mrs. Kaiser have twelve children, whose names are as follows: Elizabeth, Lena, Henry, Valentine, Catharine, George, Mary, Louise, William, Emma, Lottie and Charley.

E. C. BACON, a farmer of Elliott Township, is a son of Samuel C. and Finetta Bacon. The father, a native of Connecticut, died in 1861, and the mother, a native of New York, died in 1852. In 1854 E. C. Bacon left home, traveling through a good many Western and Southern States. He followed engineering on the Illinois and Mississippi rivers for a period of nine years. Came to Cal-

ifornia in January, 1864, landing at San Francisco, where he remained four months. He went from San Francisco to Virginia City, Nevada, was employed as engineer by the Gould & Curry Company, remaining with them two years and four months. From Virginia City he came to San Joaquin County, where he still resides. In 1867 he married Miss Ellen Vincent. Mr. and Mrs. Bacon have two children, viz.: Charles A., born July 25, 1868, and Ethel, born October 2, 1876.

JOHN YORK, Principal of the Lafayette School, Stockton, is a native of Cattaraugus County, New York, born May 18, 1840, his parents being John, Sr., and Catherine York. In 1853 his father joined the throng of emigration forming toward California from the Eastern States, and engaged in mining in what was known as the Northern Mines. He afterward removed the scene of his labors farther south, locating at Sonora, Tuolumne County. The subject of this sketch spent his boyhood days in his native State, and in 1855 accompanied his mother and the family via Nicaragua to California, proceeding to Sonora where his father was engaged in mining. Our subject grew to manhood at Sonora, and adopted the main industry, that of mining, which he followed there for two years. After that he mined on the Stanislaus river until 1861, and then taught his first term of school at La Grange, then the seat of justice of Stanislaus County. He next went to Knight's Ferry, where he served one term as Deputy Clerk, and then taught school there four years. For the nine years following he was principal of the Sonora schools, leaving there to accept a principalship at Merced, which he held a couple of years. He next went to Oakdale, where he served seven years as principal of the local school. He came to Stockton, was elected principal of the Lafayette school, and assumed the duties of the position in 1888.

He was married at Sonora, to Miss E. C., daughter of James and Emily Root. They have two children, viz.: John and Lee.

Mr. York is an active member and officer of Nemo Lodge, K. of P. He is an educator of large attainments and great experience, being withal a courteous gentleman and a conscientious, enthusiastic worker, and is one of the most popular school officers that has ever served the city of Stockton. His abilities and admirable qualities have won him recognition in other communities; he has served as County Superintendent of Tuolumne County, and has been a favorite nominee of his party (Republican) for other important offices.

JAMES A. BARR, Principal of the Jefferson School, Stockton, is a native of Breckenridge County, Kentucky, born July 19, 1863, his parents being H. H. and Susan M. (Moorman) Barr, both of whom were Kentucky born. When the subject of this mention was but five years of age, the family removed to La Harpe, Illinois, and a year and a half later to Missouri, locating at Rockville, St. Clair County. There the family lived until 1875, when they removed to Stockton. James A. Barr commenced his education at Rockville, Missouri, continued in the high school at Stockton, and later attended the Stockton Business College, where he was graduated in the class of 1885. He chose the profession of teaching as his vocation, and taught his first term in Julian district, Amador County. His next school was at Clements, San Joaquin County, then he was chosen principal of the Jefferson school, Stockton, which position he has since filled with eminent satisfaction to those having the welfare of the city schools at heart. He possesses those qualities of tact and perception so necessary to the successful educator, and is well fitted for the position of principal.

He is Vice Grand of Truth Lodge, No. 55, I. O. O. F., and is also an officer of Parker

Encampment, No 3. Since July 1, 1889, he has been a member of the County Board of Education.

MRS. AMELIA DARRA was the wife of John Darra, one of the pioneers of California, and one of our most successful grain and stock raisers. He bought a fine improved ranch in 1868, containing 350 acres, and situated about five miles east of Stockton. He died in 1888, leaving his entire property to his wife. She was born in Germany, February 20, 1830. Leaving Germany, she came to Baltimore, Maryland, where she remained but a short time, thence to Cincinnati, Ohio, and in 1861 came to California via Cape Horn, settling on the ranch which she purchased seven miles southeast of Stockton, and on which she now resides. She has no children, excepting an adopted daughter.

J. M. WELSH, manager of the Crown Mills, is a native of Dundee, Scotland, born in 1845, and son of a grain and commission merchant. When he was but five years of age, the family came to America, locating ten miles from the city of Toronto. There he was reared to the age of eighteen years, then went to learn the milling trade. In 1868 he left New York city, where he had been at work, and came to California. Arrived in this State, he became engaged in the McCreary Mill at Tehama, after which he went to the Antelope Mill at Red Bluff to assume control of the mill of J. S. Cone (afterward railroad commissioner). From there he went to Sacramento and had charge of McCreary's Mill there until 1872. In that year he received an advantageous offer to go to Oregon City to take charge of the mills there. He accepted the proposition, and four years later he bought an interest in the Eureka Mills at Walla Walla. The firm then became Welsh & Co., his partners being Schwabacher Bros., who are now interested with him in the Crown Mills. He was there until November, 1881, when he went East, and in the spring of 1882 came to Stockton, and the Crown Mills were built, with Schwabacher Bros., Balfour, Guthrie & Co. and J. M. Welsh as proprietors, doing business under the corporate title of the Stockton Milling Company. The history of this great establishment is given in its proper place in this volume. Mr. Welsh has managed the business of the Crown Mills with great ability, and their product can compete with the world.

Mr. Welsh has taken an active interest in public affairs here since he became identified with Stockton, and in 1884 was elected Mayor of the city, being the first mayor under the new charter. He served as Stockton's chief executive three years and three months, one year and three months in the first term, and two years in the second, being succeeded by L. U. Shippee in 1887; and the city never had a more popular official.

He is president of the Alta Fire Insurance Company, and has been president of the Stockton Land, Loan & Building Association since its organization. He is a member of Morning Star Lodge, F. & A. M., and of the Chapter and Commandery at Walla Walla; also of Truth Lodge, I. O. O. F., of Stockton. He was married April 15, 1872, to Miss Mary E. Wheeler, a native of New York. They have three children: Grace, Beatrice and Maude.

Mr. Welsh is one of Stockton's most prominent and energetic workers.

R. B. MEYER was born November 10, 1827, in the Canton of Aargau, Switzerland. His father and family emigrated to Marion County, Ohio, in 1830, and in 1832 removed to Seneca County and engaged in farming. He remained on the farm with his father until April 6, 1852, when he started across the plains to California, with two of his brothers, a



J. R. Vishes

sister, her family and some friends. They came with ox teams, and drove some loose cattle. They had a reasonably good journey, and arrived in Stockton October 27 of the same year. In the course of time he purchased a farm of 320 acres, where he now resides. His land is all under good cultivation; he raises mostly wheat, barley and hay. He has a good dwelling-house and fine barn on his place, which is located eight miles south of Stockton, and two miles north of Lathrop.

In May, 1869, he went back East, by over land, to Seneca County, Ohio, on a visit. He was married there in the fall (September 28, 1871), to Miss Margaret Thoman, also a native of Switzerland and from the same county, born April 22, 1847.

He then came back with his wife to California, in December of the same year, to his home, where he has lived ever since.

They have had six children, five of whom are living. Their names are as follows: Minnie M., born June 28, 1872; Nellie E., born April 6, 1874; Annie A. and Albert, born April 2, 1876; Jacob K., born August 9, 1880; Henry H., born December 21, 1882. Albert died February 12, 1879.

PUTNAM VISHER, one of the leading citizens of Stockton, is a native of New York State, born on the Mohawk river, about four miles from Schenectady, November 16, 1836, his parents being Sebastian and Elizabeth (Putnam) Visher. His ancestors were among the early settlers of the Mohawk valley, where the families were well known and prominent. He spent his boyhood days in the vicinity of his birthplace, and in 1852 accompanied the family to California to join his father, who had come to this State in 1849, and had been engaged in mining for a time on the Sacramento river just above Auburn, but afterward locating in San Joaquin County. They left New York city on the 5th of July, 1852, on the large steamer Ohio, which carried 1,400 passengers. They crossed the Isthmus of Panama, part of the way by rail, part by boat, and the remainder on mule-back, and resumed their sea voyage on the steamer Columbia, landing at San Francisco on the 13th of August. They at once proceeded to Stockton, where they arrived on the following day, and where the father of our subject met them. Putnam Visher took charge of a ranch on the San Joaquin which belonged to his father, and conducted it for some time. He was four months of twenty-one years of age when he left home to start in life for himself, and his capital was $10. He came to Stockton, borrowed $3,000, and went down to Monterey, where he bought a band of cattle. He brought them up here and sold them, and then took a lot of sheep on shares for A. W. Root & Brother. His next investment was in ranching in this county, which lasted a year and four months, and during that time he drove an ox team hauling hay to the mountains and lumber back. At the end of the time mentioned, Mr. Visher found himself "broke," and had to start in again, having lost $2,800. He obtained employment as a superintendent of a levee that his father was building on the San Joaquin river, which engaged his time and attention for about six months. He then got a six-horse team, and commenced hauling freight to Aurora, Nevada. Four months later he turned out the team, and took a job driving an ox team at a logging camp near Aurora. He drove a month for $75, then caught up his own team, went to Folsom, and loaded up with freight for Reese river. After getting there he was swindled out of the freight money, and his ill-fortune was completed by the death of all his horses but two. He then took a job digging a ditch, the contract amounting to $1,840. About the time the job was finished, the merchant who was having the work done failed, and all he got in payment was a four-mule team. He located in the town of Washington and commenced hauling poles, but after he had teamed awhile the best mule of his four was stolen. In 1863 he embarked in the butcher

business at Washington, and in the fall of the year, his brother John coming by the place, he sent his three mules, one horse and a wagon, by him into California. Later in the same year, he went to farming on Dry creek, in Stanislaus County, three miles from Modesto, in partnership with his brother. They were together two years, then our subject bought his brother out. He farmed one year alone, then sold the ranch. He then rented a ranch from J. L. Grover in San Joaquin County, on the French Camp road, and remained there two years. He then took his stock and went across the San Joaquin into the Coast Range. Eight months later he sold his stock, then bought 160 acres of land seventeen miles south of Stockton. He commenced farming that, and the same season bought 140 acres more adjoining. He farmed it two years, then bought 320 acres adjoining it, which he farmed five years, then bought 160 acres more adjoining his last purchase. He next bought 320 acres additional in the northeastern part of the county, and farmed the entire 1,100 acres in the several pieces mentioned until 1884, when he removed into Stockton. He is yet largely engaged in farming and stock-raising, but since June, 1885, has been owner of the Hunter street Barley Mills, which he has sever since operated with success.

Mr. Visher was married in this county, September 17, 1866, to Miss Lucy H. Gardner, a native of Maine, who died in September, 1870. By that marriage there is one child, viz.: John Foster Visher. Mr. Visher's present wife was formerly Louisa Wolf, a native of Ohio, born in Greene County, about seven miles from Dayton. By this marriage there are two children, viz.: Hattie May and Mary Myrtle.

Mr. Visher has served as president of the Young Men's Christian Association. He is a member of Morning Star Lodge, F. & A. M., and of A. O. U. W. Lodge No. 23. In politics he is a Prohibitionist, and is known as an ardent worker in the cause. He is a zealous supporter of the Methodist Church in this county, and has very often lent a helping hand when the various congregations were in need. He was one of the prime movers in the erection of the building of the Atlanta Methodist Episcopal Church. He came to the rescue of the mission started by the Central Methodist Episcopal Church, gave it splendid financial aid, and it was named the Visher Chapel. He is now one of the most prominent and active members of the Central Methodist Episcopal Church of Stockton, is a trustee and member of the official board, and one of the building committee which has in charge the construction of the splendid house of worship now under way on San Joaquin street.

Mr. Visher's career is a lesson to young men, in that it shows how success may be achieved even though one is beset with misfortune, and after many set-backs, if only one perseveres, and does not allow reverses to overcome him.

JUSTUS SCHOMP was born in Wayne County, Ohio, March 24, 1835, his parents being David J. and Eliza (Ditmars) Schomp. The former was born in 1803, in New Jersey, in a small county called Hunterdon County, bordering on the Pennsylvania line; the latter was also born in that county, in 1809, and they were school children together. In 1833 Mr. Schomp, with his family, moved to Wayne County, Ohio. In the spring of 1851, having sold out his property there the year previous, he moved to Allen County, Indiana, near the city of Fort Wayne, where he made his home up to the time of his death, which occurred in 1884. His wife died two or three years previous, at the age of seventy-two years. She was the mother of ten children, all of whom are alive except one.

Justus, the subject of this sketch, remained at home until 1855, when he started out for California, across the plains, with a train, which originally consisted of six wagons; when they got out on the plains they were joined by other trains in order that they might be better prepared to meet the hostile Indians. The Mis-

souri river was crossed at Council Bluffs, May 8, 1855. The train stopped on Clear creek, in Carson valley, in order to recruit the cattle, which had suffered very much from crossing the sandy desert. Our subject being a strong, robust fellow, and very anxious to reach the gold fields, could not stand it to wait there till the train should take up its line of march, so, with two other young fellows, he started out afoot, crossing the Sierra Nevada mountains and arriving at Hangtown, August 10, 1855. He engaged in mining for two or three years; he then went to freighting, at times having three or four teams of his own, besides employing a number of others engaged in hauling the freight. He continued in this business up to the fall of 1866, when he left El Dorado County and came to this county, settling on the place where he now resides, which was then covered with brush. A man was considered lucky if he made a bare living off of it. He had originally but 160 acres, but subsequently acquired 160 acres more, which latter piece he sold this last summer. The ranch is situated on the Cherokee road, in Liberty Township, three miles north of Lodi. It is to-day one of the most highly developed places in the county, and, as recent developments have shown, it is one of the finest fruit localities that we have seen. He has on the place an orchard of 100 bearing trees of different varieties, and a small vineyard of selected varieties. The most of the place has heretofore been generally devoted to wheat raising.

Mr. Schomp has always taken a deep interest in politics, and has been identified with the Republican party. He was one of the five delegates who were selected by the people of this county at a non-partisan convention to attend the Constitutional convention, held in Sacramento, September 28, 1878, the object of which was to frame a new constitution for the State.

Mr. Schomp was married at Diamond Spring, El Dorado County, February 5, 1861, to Harriet Jane Knight, a native of Caledonia County, Vermont. Their family consists of four children, viz.: Maude Eleanor, Elmer Justus, Ralph C. and Ethel May. Maude Eleanor is now the wife of W. C. Kirkman, and a resident of Woodbridge.

OSCAR J. HEMPHILL, Justice of the Peace of Elkhorn Township, and son of John Hemphill, deceased, was born in Linn County, Iowa, July 8, 1855. He came to California in 1867, with his family, and has since that time been a resident of San Joaquin County, with the exception of two years he spent in Washington Territory and Idaho. He has been engaged in farming until the last year.

In 1888 he became a Republican candidate for the office of Justice of the Peace, to which office he was elected by a handsome majority.

FRANK DYCKMAN COBB, resident partner of the dry-goods house of Hale & Co., of Stockton, was born in Kalamazoo, Michigan, May 1, 1849, a son of Samuel P. and Prudence (Dyckman) Cobb. The father, born in Springfield, Vermont, September 10, 1811, received a fair education for the times, and at eighteen entered the employ of Francis Kidder, who built and conducted a cotton factory in that section. A few years later he married a daughter of Mr. Kidder, but she died after thirteen months of wedded life, leaving no issue. In 1838 Mr. Cobb moved to Michigan and settled in Schoolcraft, where he conducted a general store and bought grain. He became the owner of 200 acres near the village, and was married in Schoolcraft, about 1840. In 1844 he moved to Kalamazoo, Michigan, where he continued in mercantile business, with a partner, under the style of Cobb & Fisher, being interested in a general store, a grist-mill and a distillery. In 1845 his wife died in Kalamazoo, leaving two children: Libbie and Mattie, the former dying in girlhood, the latter living in 1890, the wife of George Hannah, a capitalist

of San Diego, California. Mr. Cobb was married for the third time, June 27, 1848, to the mother of our subject at her home in Schoolcraft. He died in Kalamazoo, November 26, 1852, of typhoid fever. Grandfather Moses Cobb, M. D., a native of some section of New England, died there also in October, 1849, in his sixty-sixth year. Four of his sons: Moses R., of Schoolcraft, Stephen, Thomas and Charles, of Kalamazoo, are living in 1890. The mother of the subject of this sketch *nee* Prudence Dyckman, was born in the town of Clay, Onondaga County, New York, October 9, 1828, now Mrs. Marshall Hale, of San Jose, California. Grandfather Evert B. Dyckman was born in Greenbush, New York, September 25 1799, a son of William and Maria (Smith) Dyckman. In 1802 the family moved into an almost unbroken wilderness near Liverpool, New York. In his youth Evert B. went to work for John N. Smith, a brother-in-law, engaged largely in manufacturing business. In 1817, the family moved into the town of Clay, in Onondaga County, where E. B. bought 100 acres, on the Seneca river and built a home for himself and his parents. The father, born of Knickerbocker parentage, near Tubley Hook, now Inwood, New York, had been a soldier of the Revolution, and was married in 1784 to Maria Smith, of Jersey, near the Hudson. In three years Evert B. paid for his land, and on March 17, 1825, was married to Miss Harriet Hinckley, of Liverpool, New York. He then carried on a general store in Clay Corners until 1827, and buying more land farmed more extensively, giving some attention to stock-breeding. The Oswego canal being laid out through his land, he engaged in its construction, established a boat-yard and cooper-shop, besides running his store. In 1836 the tide of emigration setting westward, he made a trip into southern Michigan and bought 1,000 acres in Van Buren County. Mrs. Dyckman died during his absence, leaving seven children, of whom four are living in 1890. In 1838, winding up his old business, he moved to Paw Paw, Michigan, with his aged parents, his children and two nephews and nieces. He was again married, October 16, 1839, to Mrs. Almira (Hobbs) Van Vranken, who died September 17, 1840. He was elected clerk of Antwerp Township in 1840, and associate judge of Van Buren County, in 1841. He was married September 19, 1841, to Mrs. Amelia (La Grave) Daniels of Schoolcraft, Michigan, and moved to that city in 1842, where Mrs. Dyckman died April 14, 1843, leaving one daughter by their marriage, who is living in 1890. Again companionless, Mr. Dyckman was married November 25, 1844, to Mrs. Eliza (Woodhouse) Crossman, of Dexter, Michigan. In 1853 Mr. Dyckman purchased 600 acres at South Haven, which included what is now the chief part of the village. He there erected a steam saw-mill, a store and several houses, besides improving the river and building a pier. Before his removal from Paw Paw he had there also erected a steam saw-mill, a store and the Dyckman House. In Schoolcraft he became engaged in several important enterprises besides running a bank, with his son-in-law, M. R. Cobb. He was active in promoting railroads and other public improvements, and was elected to several offices of trust and honor. He was a member of the Legislature, taking an active part in the removal of the capital to Lansing. Having accumulated a fortune in legitimate business, he lived to realize his long-cherished desire of being the administrator of his own estate, and divided his property among his heirs, besides leaving them conjointly the heritage of a good name. He was universally respected as a man and citizen in whom good fortune had not dimmed the love of kindred or of humanity. Strong and energetic without coarseness or arrogance, and considerate without weakness in all the relations of life, he died October 14, 1880, leaving a widow, four daughters and one son, his only child by his last wife—Mr. Clovis C. Dyckman, of Schoolcraft, Michigan, having died June 11, 1879.

F. D. Cobb, the subject of this sketch, was educated in the public schools and afterward

for two years in Hillsdale College. At the age of nineteen he entered the bank of his grandfather, E. B. Dyckman, and of his uncle, M. R. Cobb, in Schoolcraft, and after nine months became partner with his stepfather, Marshall Hale, in a general store, under the style of Hale & Cobb. About 1872 he bought out Mr. Hale's interest and formed a partnership with W. B. Cobb, a son of J. T. Cobb. They were also interested with J. T. Cobb in the manufacture of barrel staves and headings, and producing material for over 2,000 barrels a day, the subject of this sketch giving his chief attention to running the store. The factory being destroyed by fire some three years later, Mr. F. D. Cobb received the store as his share in the ensuing settlement of the combined interests. He then formed a partnership with a brother-in-law, O. H. Barnhart, under the style of Barnhart & Cobb, carrying on also a lumber-yard and a farm of 200 acres which they owned adjoining the town. Mr. Cobb was village treasurer one year, and then declined a second term. In 1877 he sold out his interests in Schoolcraft and came to San Jose in this State, whither he had been preceded by his stepfather and mother with their six children in 1875. In 1879 he became a partner with Mr. Hale of that city under the style of O. A. Hale & Co., and is now interested in the five stores known collectively as Hale's California stores, and locally as Hale Brothers & Co. in Sacramento and Petaluma; A. O. Hale & Co., in San Jose; and Hale & Co. in Salinas and Stockton. In 1883 Mr. Cobb became manager of the Sacramento House, and in 1885 of the business in this city, where he has since resided.

Mr. F. D. Cobb was married in Schoolcraft, Michigan, April 26, 1870, to Miss Hattie Myers, born in Kalamazoo County, Michigan, March 4, 1851, a daughter of Henry B. and Helen (Randall) Myers. The mother died that year, but the father, born in 1810, is still living in Schoolcraft, in 1890. Mr. and Mrs. Cobb have two children: Boyd Samuel, born in Schoolcraft, December 8, 1871, and educated on this coast, spending two years in the University of the Pacific, has shown special talent as an elocutionist, but, seeming indifferent to a further prosecution of a collegiate course, occupies himself in the store of Hale & Co. in this city. Their other child, Carrie P., was born in Sacramento, September 19, 1883.

Mr. Cobb is a member of San Joaquin Lodge, No. 19, F. & A. M.

E. C. CLOWES.—The Stockton Nursery conducted by this gentleman is located two and one-half miles north of Stockton. It orginated in the nursery started by William B. West at Camp Seco, Calaveras County, in 1853, which was removed by him to San Joaquin County, in 1860. From that time until 1880, Mr. West carried on the business one mile south from the present location, and it was removed to the present site in the last named year. The ground at present occupied by the nursery was devoted to wheat growing in former years. The ranch formerly contained 487½ acres, but 100 acres have been sold off, and of the remainder seventy acres are devoted to the nursery.

F. B. Clowes carried on the business from 1880 until his death in 1885, and then E. C. Clowes took charge. There were then devoted to nursery stock about thirty acres, to which the present proprietor has added forty more. Here are grown fruit and oranamental trees suitable to this climate, vines of all kinds, ornamental shrubbery, and in fact everything in the nursery line. Mr. Clowes ships stock all over the Pacific coast, and as far away as Florida. Since 1887 he has been shipping large quantities of trees and vines to Mexico. Every year he adds to the stock, and now carries double that of any previous year. The success of the nursery has been phenomenal, as all old customers remain patrons, and assist in adding others to the list, while new territory is being all the time developed. Strangers are often taken to Mr. Clowes' place, by those interested in San Joaquin Coun-

ty, to show what this climate will do, and things are always in such shape as to make a favorable impression. The best principles known to the trade are applied in rooting, grafting and other departments of handling stock, and some methods which are original with Mr. Clowes and found to be superior to the ordinary custom, are in use here.

E. C. Clowes, with whose name this article commences, is a native of California, born in San Joaquin County, June 9, 1859, his parents being B. S. and M. L. (Cooper) Clowes, both of whom were natives of Hempstead, New York. The family came to California via Panama in 1852, locating in San Joaquin County. The father was in partnership with his brother-in-law, J. B. Cooper, until 1872, when the latter died, and was thereafter without a business associate until his own death, which occurred in 1879. His widow and two sons survive him. The sons now living are: Charles C. and E. C., the subject of this sketch. E. C. Clowes was educated in Stockton and at the State University, where he attended until 1882. He then left college to engage in the nursery with his brother, F. B., whose health was failing. Since the death of his brother he has been proprietor of the business. He was married, in Alameda County, to Miss L. B. Wheeler, a native of California, born in Stockton, a daughter of Roscoe Wheeler, who came to this State in the spring of 1850.

Mr. Clowes is a member of Stockton Parlor, No. 7, N. S. G. W. He is a bright, liberal-minded business man, and has made a great success of the Stockton nursery, successfully competing, on merit, with the best establishments of the Pacific Coast.

JOHN HEMPHILL, deceased, was born in Ohio, August 31, 1827, his parents being James and Sarah (Cochron) Hemphill, the former a native of Ireland and the latter a native of Illinois. John grew to early manhood in Ohio. When he was twenty-one years of age the family moved to Linn County, Iowa. When the war broke out John served a year in the Union army under Sherman. He was in the celebrated march to the sea, at which time he lost his health. He was mustered out of service at the close of the war and returned to Iowa. In 1866 he came to California for his health, and finding this climate a congenial one, in 1867 he brought his family here and located in San Joaquin County, about six miles from Lodi, where he bought a ranch of 160 acres. At the time of his death he owned a section of land. He was a successful farmer, and carried on the business according to the latest improved methods. His death occurred May 30, 1885. About a year prior to his death he had bought a place in Lodi, where he moved his family and where the widow is still residing. Mrs. Hemphill, whose maiden name was Elizabeth Thompson, is a native of Pennsylvania, where she was born September 29, 1820. Her marriage to Mr. Hemphill occurred in Iowa, March 5, 1852. The family consists of four children, namely: Edward H., O. J., Carrie J., wife of J. H. Wood, and Sarah M., all of whom are residing in this county.

ERNST MAXIMILIAN LOUIS TSCHIERSCHKY, foreman of the Moore & Smith lumber-yard in Stockton, was born in Prussia, October 3, 1836, a son of Charles and E. H. Tschierschky. The mother died young and the father but a few years older, leaving two daughters, still living in Prussia in 1890, and the subject of this sketch. The grandparents Tschierschky outlived their son Charles and reached an advanced age.

E. M. L. Tschierschky attended school to the age of fourteen, served as clerk in a store two years and then went to sea, following a seafaring life until he was thirty-two. He made his first voyage to America, in 1857, on a vessel bound for New York from Marseilles. In 1863 he was employed on the steamer Delaware,

chartered by the Government to carry supplies to various points, with headquarters at Port Royal. In 1864 and in 1865 he was employed on the steamer Liberty engaged in the New York and Havana trade, filling the position of quartermaster. In 1868 Mr. Tschierschky came to California, by the Panama route, arriving in Stockton October 1, 1868. Early in 1869 he went to work for the late W. M. Baggs in his lumber-yard, and before the close of that year began the construction of a home on Pilgrim street, which he has not ceased to improve from time to time ever since. In 1870 he went to work for his present employers, Moore & Smith, and was soon afterward promoted to the position of foreman of their lumber-yard, a position he still retains in 1890. He owns 480 acres in Dent and 240 in Elliott Township, both worked by renters

Mr. Tschierschky was married in New York city, in 1868, to Miss Meta Gesina Carolina Beneker, born in Lehe by Hanover, Germany, May 7, 1850, a daughter of H. W. Beneker. Mr. and Mrs. Tscheirschky are the parents of ten children, nine alive at present. The record is: William Theodore, born April 11, 1870; Laura Rebecca, December 3, 1871; Maria Carolina, July 20, 1873; Louis Ernst Maximilian, July 21, 1875; Frederick Johan Heinrich, June 4, 1878; Wilhelmina Henrietta, May 31 1880; Meta Carolina, May 6, 1882; Maria Henrietta Augusta, February 26, 1884; Herbert Otto, February 18, 1886; Fredericka Carolina, February 9, 1888.

THEODORE KUEPPERS, bookseller and stationer of Stockton, was born in Treves, (in German "*Trier*") on the Moselle, in Prussia, October 13, 1853, a son of Herman Joseph and Katharine (Ruebhusen) Kueppers. The parents with their only child, the subject of this sketch, came to America in 1854, and settled for a time in Chicago, afterward residing in different sections of the Western States of the Union —in La Crosse, Wisconsin, Sioux City, Iowa, and Atchison, Kansas. The father, a man of liberal education, was by profession a civil engineer and architect, and found profitable professional employment in the different cities in which he resided in the East as well as on this coast. The family came to California in 1875, remaining in San Diego until 1880, when they removed to San Jose and thence to this city in the same year. Here the father died, April 25, 1889, in his sixty seventh year. The mother, born about 1825, is still living in this city in 1890.

The subject of this sketch first engaged in active business on his own account in 1875, in San Diego, California, forming the partnership of Schneider & Kueppers, booksellers, stationers, etc., until the fall of 1879, when upon dissolution of said partnership he came to Stockton about 1st of March, 1880, and has been here engaged on the same line, and, with the exception of the first six months, at his present place of business, No. 179 Main street. Mr. Kueppers is a member of the Eintracht-Verein of this city.

ROBERT L. GRAHAM, of Elkhorn Township, was born in Logan County, Kentucky, December 27, 1826, his parents being Levy and Mary (Tatum) Graham, both natives of North Carolina. Grandfather Thomas Tatum was a teamster in the Revolutionary war and the subject can remember him well and can relate many an anecdote as they were told to the children who gathered around him. Levy Graham was a farmer by occupation and emigrated from North Carolina to Kentucky with his father, when a small boy, remained there owning land until about 1860, when his wife died and he became discontented, sold out and went to Missouri; there he remained but a short time, when he went to Sharp County, Arkansas, where he died in 1881 at the age of eighty-six years. There were eight children in

the family, namely: Seth, Lucy, Robert L., Mary, Peyton, Martha, Volney and Elizabeth; of whom the subject is the only one in California.

He remained at home with his parents until twenty-four years of age, then, February 22, 1852, he left for Missouri, where he remained until 1853, when he crossed the plains to California, arriving in San Joaquin valley September 2, 1853. He at once purchased a claim of a man named Adams. It was situated nine and one-half miles from Stockton and five miles from Lodi. He sold the place in 1857 and went down to the Lower Sacramento telegraph road, where he purchased 200 acres. He remained there until the fall of 1862, when he came back and purchased again near the old place. Not long after he traded that for his present property of 300 acres, ten miles from Stockton and five miles from Lodi, on the Cherokee lane road. He has been indeed a pioneer in agriculture, there being only three farms under plow before he came here. He says he has never had a failure in crops since he came.

Mr. Graham was married in 1847 to Miss Caroline Roe Stokes, a native of Kentucky. Her grandfather was a fifer in the Revolutionary war. They have four children, two boys and two girls, namely: Robert L., Jr.; Surelda, wife of A. M. Hale, of Amador County; Della, wife of C. Hull; Eugene D., farming near Oakdale, Stanislaus County, California.

J. S. HARNY, of Elkhorn Township, was born November 10, 1842, in Switzerland, his parents being Henry and Magdalena Harny. The father followed farming until his death in 1872, in Switzerland, at the age of sixty-two years. J. S. Harny, the subject of this sketch, was raised on a farm, remaining at home until eighteen years of age. Then he learned the carriage-makers' trade, which he followed until he came to America in 1865. He went at once to Ohio, where he worked at his trade for a year, when he went to Chicago. Six months later he came to this State, remaining about a year, working at his trade. Then came to Stockton, where he remained five years, when he purchased his ranch of 160 acres, to which he has since added until he now owns 320 acres. He is now one of our substantial farmers.

He was married in 1869 to Miss Mary Willer, a native of Prussia. She has one sister in California, wife of Adam Bachmann. Mr. and Mrs. Harny have seven children, six girls and one boy, namely: Magdalena, wife of John F. Stein; Johanna, Lena, Louisa, Henry, Maria and Minnie.

CHRISTOPHER BECKMAN, farmer near Lodi, was born in Prussia, son of William Beckman, who was a farmer and a soldier in the army of Napoleon, and afterward served under Blucher, and was with the German forces at the battle of Waterloo. Christopher and his brother Henry came to America in 1848, their father came afterward to California, but returned to Prussia and died there. Their mother died when Christopher was only five years old, hence his home was made with strangers until he was eighteen years of age, when he came to America, as before stated. They went to visit an uncle in Pennsylvania, where they remained about six months, then went to Illinois, thence to Wisconsin, and in 1853 crossed the plains to California. They rented land on the Calaveras river, where they remained farming for about a year, then Christopher came and located on the ranch on which he now resides. It contains about 400 acres of choice land, under the best of cultivation, situated about ten miles from Stockton and two miles from Lodi. When he first moved upon the land his house was built of logs with the ground as a floor. Later he built one of boards with a shingle roof. Then he thought he was fixed, but, as time advanced, we see by the improvements that he has advanced also, for he has now

one of the best of buildings, commodious and substantially built.

Mr. Beckman was married in 1864 to Miss Mary Langhorst, a native of Prussia. They have one son living and two daughters deceased. They both died in Germany, while there on a visit with their parents in 1873. The subject of this sketch has been to Europe three times since residing in California and is now content to make this his home. He is one of the oldest settlers in this section of the country and one of the most industrious and prosperous ranchmen; and owes his success to no one but himself.

He is a member of the Masonic fraternity of Lodi, No. 256.

ANDREW MEYER, farmer and stock-raiser, was born in the village of Andingen, Canton Aargau, Switzerland, October 27, 1823, son of Andrew and Mary Meyer. He was five years of age when the family removed to America, locating eight miles southwest of Marion County, Ohio. Two years afterward they moved to Seneca County, that State, where the father died in 1833, and the mother in 1844 or 1845. The father was killed by the falling of a tree while he was clearing up land. At that time the subject of this sketch was but nine years of age, and he and his brother John, twelve years of age, continued the task of clearing up the ground. Andrew lived there until 1849, when he came to California, a member of a small party from his neighborhood who started with five wagons. They came by steamer from Cincinnati to Independence, and there fitted up with teams, and came by way of Fort Kearney, Laramie and over the South Pass by way of Sublette's cut-off, landing at Hangtown August 25. Mr. Meyer's first work there was the manufacture of shingles. He next started for the Mariposa mines, in company with friends, but as it was raining a great deal they changed their programme and went to the vicinity of Jimtown, in Tuolumne County, where they mined during the winter. The next spring they came to Stockton, bought teams and engaged in hauling between Stockton and Mariposa, Sonora, Columbia and Mokelumne Hill. His cousins, J. K. Meyer and Samuel Meyer, were also partners in this enterprise. In January, 1852, Mr. Andrew Meyer and one of the others returned East by water, and bought cattle in Daviess County, Missouri, and drove them across the plains, starting with 200 head, and getting through with 150 to this county. Mr. Meyer and his friend bought out a man where he (Meyer) now lives, and engaged in stock-raising together until 1861, when they divided their stock, Mr. Meyer taking 600 acres where he now lives. Ever since that time he has been engaged in stock-raising and agriculture. All the improvements now witnessed upon his place he himself has made.

He was married in Ohio, February 14, 1861, to Miss Cynthia Cooley, a native of Seneca County, that State, born in 1837, a daughter of Orange and Mary Cooley. Her mother is now deceased; her father is still living in Ohio. Mr. and Mrs. Meyer have three children: Leland, Arthur and Andrew C.

DR. GEORGE S. HARKNESS, of Stockton, was born in this city December 21, 1856, his parents being George S. and Mary A. (French) Harkness. They came with their family in 1852 from Jackson, Michigan, to California, by the southern route from Salt Lake, viz.: by way of Los Angeles, and located in Stockton. Here the Doctor's father was among the first to prosecute the business of boring wells. He died here in 1879, and his widow is yet living.

Dr. Harkness commenced his education in the public schools of this city, graduated in the class of 1873, taught a school four years, attended the University of California in 1877–'78, then Cornell University, graduating in the class of 1881, and then began the study of his chosen profession, first in the office of C. B. Hutchins,

of San Francisco, and then a year at Cooper Medical College, and finally at the College of Physicians and Surgeons at Chicago, where he graduated in 1884. In that city he was then appointed on the house staff of the Cook County Hospital, and officiated in that capacity a year and a half; since then he has practiced his profession here in Stockton. He is surgeon for Nemo Lodge, K. of P., and of Stockton Castle, No. 8, Knights of the Golden Eagle; is a member of Stockton Parlor, N. S. G. W., and Secretary of the San Joaquin Medical Society. In his calling he enjoys a very high standing. While in Chicago he married Miss Margaret Delphine Rearden.

CHRISTOPHER S. STEPHENS, farmer, near Waterloo, was born in Harrison County, Kentucky, August 28, 1825, a son of Joseph and Rosa (Kirkpatrick) Stephens. His mother was born at Bryant Station, Fayette County, Kentucky, and the father was an Englishman by birth, who came to the United States during the war of 1812. He was drafted in the English service as a packman, and sent here with the British troops. After arriving he deserted from the army in Canada, and went to what was called the Falls of the Ohio river, now Louisville, where he became a naturalized citizen. He settled in Lewis County, Kentucky, where he built a woolen-mill, which was afterward burnt down. He next went to Lexington, where he was employed by a Mr. Smith for two years; then he went to Cynthiana, Harrison County, that State, where he again established a woolen-mill, and his property was burnt down a second time. He then moved to the village of Claysville, same county, where he rebuilt the mill for the third time, and in the year 1832 he and his wife both died with the cholera. In his family there were three sons and two daughters, all of whom lived to be heads of families, except one.

Christopher S., the subject of this sketch, was left an orphan at the age of seven years. His uncle became administrator of the estate and guardian of the children, and leased the factory to other parties and bound the children to the lessee for seven years, during which all the children were working in the factory. After the expiration of the lease, Mr. Stephens bound himself out to learn the millwright's trade. Having completed that course, he went to work in the mill for a year, during which time the Mexican war broke out, and he enlisted in a company from his neighborhood, but it was not received into service, as the regiments from Kentucky had already been filled. Hearing that the Louisville Legion was not full, he went there, but only to be again disappointed, as that company was also full. Hearing the St. Louis (Missouri) Battalion was not full, he went there by steamboat, and found that body also complete; and understood then that Ball's regiment at Fort Leavenworth was recruiting, and went there, also by steamboat, but on arriving found that they had also completed their number and had already started to Santa Fe. While relating to the Quartermaster the many disappointments of his military ambition, the latter offered him a situation as a teamster, which was accepted, and Mr. Stephens started for Santa Fe, overtaking Ball's command at Council Grove. When this regiment arrived at Santa Fe in October, 1847, Mr. Stephens was selected to build a mill for the purpose of grinding forage for the dragoons and cavalry. Going below Santa Fe, he found stones, which he dressed and set running, this being the first mill ever set in operation on the plains of the territory of New Mexico. He was afterward sent to Albuquerque by the commissary department, to finish a mill that had been partly built for the purpose of manufacturing flour for that department. Next he was sent to another point in Mexico, and built the inclined wheel for grinding gold quartz, which was mined there by Spaniards. Next General Price ordered an express to be sent to Commodore Stockton, who was in command of a fleet on the Pacific Ocean.

They made the journey through to San Pedro, Los Angeles County, and he with others was sent in charge of some pack-mules on a large ranch, to wait until the return of the party. With three other men he was sent back with the express to Santa Fe, and on their return trip the Indians attacked them and wounded one of the party in the left arm with a poisoned arrow, and it swelled to an enormous size, entirely disabling him from any further service of the company. Whether any Indians were killed or wounded is not known.

Arriving at Santa Fe, Mr. Stephens joined a party of traders and went to effect a negotiation with the White Mountain Indians, and succeeding in this, they were directed by the Indians to take a certain trail on their return, but expecting treachery, they pretended to camp at a certain spring and ate their supper, and as soon as it was dark they followed their Mexican guide along another trail, traveling all night and all the next day. Considering themselves then out of danger, they lay down to sleep and slept soundly until the sun was two hours high the next morning, when they were awakened by the yelling of Indians, who had tracked them and were driving off their mules. They lost every mule, and had to go afoot to Santa Fe. On relating this circumstance to the citizens there, they got up another outfit and made a successful journey and a good trade, but on their return this time they carefully avoided halting more than two hours at any one time. Many of the mules belonged to the Government, and the Quartermaster took them from his party, and all their labor and risk was without profit. Colonel Washington, who was in command at Santa Fe, called into service four companies, and Mr. Stephens volunteered in that of Captain John Chapman, and was elected First Sergeant. He served as such until the company was disbanded, and he was employed as a wagon-master for the military post at Santa Fe for eighteen months, 1850–'51.

Returning then to Marion County, Indiana, he began farming. In 1855 he built the steam saw-mill on the Indianapolis & La Fayette Railroad, near the town of Zionsville, Boone County, and after it was completed he operated it for several years, carrying on farming at the same time. In September, 1860, he sold his interests there and started for California. Wintering in Missouri, opposite Quincy, Illinois, he crossed the plains in the spring of 1861, arriving at El Dorado, Calaveras County, October 8. After renting a place for a year near Lockeford, he came down and bought the place where he now lives. It contains 200 acres of choice grain land, well adapted also to fruit. Politically Mr. Stephens has always been a Douglas Democrat, although not radical. He has been a member of both the State and county conventions of his party. In 1882 he was elected to the State Assembly, serving two years. For the past twelve years he has filled the office of Justice of the Peace.

Mr. Stephens was married in 1852, in Rush County, Indiana, to Miss Melissa Walker, a native of that State, who died in 1876, the mother of five children. Of these, two sons and two daughters are living. Mr. Stephens was again married in 1882, to Lavina Potts, of Illinois, and by this marriage there are a son and a daughter.

GUSTAVE GUMPERTZ, a merchant of Stockton, of the firm of Arndt & Gumpertz, proprietors of the well-known "181 El Dorado Street Store," was born in Bavaria, in 1852, a son of Herman and Letta (Stock) Gumpertz. The family came to America while the subject of this sketch was but three years of age, and settled in Alexandria, Virginia, where the father became engaged in the clothing business. They came to California in 1875, and settled in San Francisco, the father continuing in the same line of business. The mother died in San Francisco, aged fifty-four, but both her parents lived to an advanced age, being over eighty when they died. The father, H. Gum-

pertz, is living in San Francisco, in 1890, aged sixty-four. Uncle Rufus Gumpertz, M. D., born about 1820, is a physician of the regular school, long established in Paris, France. Another uncle, born about 1822, is a manufacturer of high-art pottery in Cologne, where he has been established in that line about forty years. A third uncle, Gustave Gumpertz, came to America before the civil war, and served in the Union army in a New York regiment during the war.

The subject of this sketch, arriving in America in his childhood, is an American in everything but the accident of his birth. He received a good education, including the junior course in the University of Virginia. Among his unpleasant reminiscences of the war period are the murder of Colonel Ellsworth in Alexandria, in 1861, and the assassination of President Lincoln in Ford's Theatre, Washington, in 1865, at both of which typical illustrations of the blind violence of human passion he happened to be present. On leaving college he served as a clerk in his father's store for some years, but, his ambition urging him to higher pursuits, he engaged in the study of law for three years under United States Senator Henderson, of St. Louis, and was admitted to the bar of the State of Missouri in 1873. He practiced his profession one year in St. Louis, only to find that to reach the eminence that would alone satisfy his aspirations involved such intense and persistent study as would endanger health and therefore be no real gain. He decided to enter a business career, and in furtherance of that design came with his parents to California in 1875. In San Francisco he engaged with H. Weinstock, of Weinstock & Lubin, Sacramento, and was chiefly instrumental in building up that famous commercial house.

Mr. Gustave Gumpertz was married in San Francisco, February 3, 1878, to Miss Julia Arndt, a native of Stockton, California, then in her eighteenth year, a daughter of Mr. and Mrs. Solomon Arndt. Mr. Gumpertz went into the clothing business in San Rafael in 1878, and in 1879 opened a branch store in this city, closing up his business in San Rafael in 1878. Mr. Gumpertz, with his father-in-law as partner, under the style of Arndt & Gumpertz, gave undivided attention to their business here, at No. 181 El Dorado street, as clothiers, merchant tailors, boot and shoe dealers, and men's outfitters in all departments. Through the excellent tact, liberal education and advertising talent of Mr. Gumpertz, the location and business have become household words throughout the San Joaquin valley, and synonyms for fair dealing and superior goods. Mr. Arndt died in 1885, aged fifty-six, but the family interests and style of the firm remain unchanged. Mr. Gumpertz is a life trustee of the Stockton Free Library, and is interested in all movements for the advancement of this city.

Mr. and Mrs. Gumpertz have five children: Sidney A., born in San Rafael, in 1879; Milton G., born in Stockton in 1880; Zetta, in 1882; Selma Muriel, in 1884, and Ruby in 1886.

DR. ARTHUR BLONDIN, one of the leading representatives of the dental profession, is a native of Ogdensburgh, New York, born November 15, 1845, his father being J. B. Blondin, who was connected with the Royal Canadian Company, navigating the St. Lawrence river. Arthur Blondin was educated at Montreal, after which he entered the study of dentistry and attended the Dental College at Albany, where he was graduated in 1871. He had been steamboating meantime during the seasons, and was for nine years connected with the Royal Canadian Navigation Company, having charge of passenger steamers on the St. Lawrence from the age of twenty years, and was called the "Boy Captain." From 1873 to 1876 he was employed by the Hudson Bay Company as a fur agent in the Northwest during the winter seasons, and in the summers during that period was appointed their marine agent, and in that capacity made two trips to England. In 1876 he moved to California, and opened a money brokerage office at No. 814 Market street, San Francisco; he

carried on that business in connection with that of stock-broker for two years, retiring when money values became equal, and then took a trip to Australia. On returning he resumed the practice of dentistry, and in 1888 located at Stockton, where his office is in the Newell Block.

EZRA BUTTERS, proprietor of the Family Bakery, Stockton, was born at Exeter, Maine, January 23, 1821, his parents being Simeon and Sarah V. (Shaw) Butters, the father a native of Maine, and the mother of New Hampshire. Ezra Butters was reared at his native place, and when a mere lad in years engaged on the Penobscot river, in the logging business. When he was about sixteen years of age he located at Bangor, and there learned the trade of carpenter and joiner. He was for twenty-eight years after that engaged at work at that trade in Bangor, with the exception of about four years at Corinth, and short periods at other places. In 1878 he came to California, locating at Stockton, and obtained employment at the works of the Stockton Furniture Company. They failed, and later he went into the shop of Logan & Doan, remaining in their employ for seven years. His next employer was Mr. Sylvester, and when his engagement with him closed, Mr. Butters was idle for three months. Things then appeared very blue, but he decided to make a strong effort to get to the front financially, and went into the bakery business, though on a small scale. That was early in 1886, and on the 17th of February he removed his place of business and took charge of the Family Bakery as an experiment. The bakery had formerly been running at a loss, but a remarkable change came over it under the new management and a splendid trade has been built up. They supply only family trade, as they make only the best grade of bakers' goods, and therefore do not cater to hotel and restaurant trade, which demands inferior grades. Among the novelties introduced by Mr. Butters in this city is that by which he supplies to his customers on Sunday mornings a pot of baked beans and Boston brown bread at a small price; these are baked to order only.

Mr. Butters was married at Bangor, Maine, to Miss Susan Jane Bean, who died in that State, in Corinth, in 1868. By this marriage there is one child, viz.: Fannie A. Gay, of San Francisco. Mr. Butters' present wife was formerly Miss Eveline Holman. They have two children, viz.: Edgar W. and Franklin W. Mr. Butters was an abolitionist in times gone by, and has been Republican ever since the organization of that party. He is making a great success of his present business, and his motto is, "Buy the best, make the best, sell the best."

HENRY H. BECKMAN, a farmer near Lodi, was born in Prussia, near Bremen, March 13, 1834, his parents being William and Wilhelmina Beckman. The father was a farmer by occupation, and one of Bonaparte's soldiers, and after he was captured he fought for Blucher. He died in 1868. Henry was raised on a farm in Prussia. His mother having died when he was only three years old, he was put out among strangers, and remained thus until fifteen years old. In 1848 he came to America, in company with his brother, Christopher, sailing from Bremen and landing ing Baltimore. They went to New Haven, Pennsylvania, thence to Illinois, where they remained a year, working most of the time at farming for $65 a year and board. Then they were for a time engaged in lumbering and farming in Wisconsin. In the spring of 1853 they came to California, crossing the plains with ox teams. They arrived in Stockton after a journey of six and a half months. After being here a year they settled on the land where his brother Christopher now is, in Elkhorn Township. They remained there ten years, making improvements, and in 1859 they di-

vided up the land. In 1859 Henry purchased his present ranch, which is located about twelve miles from Stockton, and two miles from Lodi. He is one of the enterprising farmers of this township, now owning about 1,000 acres of land, well improved, with substantial buildings, which show neatness and order.

In 1868 he was married to Miss Margrate Toni, a native of Switzerland. They have four children, viz.: George V., Theodore H., Frank W. and Eva M., all at home. Mr. Beckman is a member of the Masonic fraternity of Woodbridge, No. 131, and of the Woodbridge Grange, of which he was a charter member. Politically he is a Democrat. He is a steady, industrious man, kind to his family, and respected by all.

GEORGE A. FOSTER, a farmer of Elliott Township, was born in New Brunswick, near Towner Hill, December 30, 1848, the son of Edwin and Abigail (Scott) Foster, both natives of New Brunswick; the former was born in Providence, January 8, 1807, and died April 20, 1877, at nine o'clock P. M. at his home in San Joaquin County; the mother was born in Fredricktown. Edwin came to California in 1852 and remained in San Francisco until his family joined him one year later, when they at once moved to San Joaquin County, where they kept the Benedict Ferry, on the Mokelumne river, until 1854, when they homesteaded a quarter section of land in Elliott Township, which has been in the family ever since.

The subject of this sketch, George A., came with his mother to California in January, 1853. He lived with his parents until he was thirty years of age, when his father died. He now lives on a part of the old homestead, which contains 170 acres of land, three miles west from Lockeford; he also owns eighty acres a fourth of a mile from where he resides. He raises grain and stock principally, and some fruit for his own use. He has a nice home and the land is well improved.

He was married to Matilda Martin, who was born March 15, 1851, in Illinois, a daughter of Hiram and Lucretia Martin; the former a native of Pennsylvania, and the latter of Ohio, both now living in Arizona. Mr. and Mrs. Foster have one child, Albert M., born September 15, 1887.

R. L. GRAHAM was born in San Joaquin County, California, December 16, 1855, son of Robert Linville Graham, whose sketch appears elsewhere in this volume. Robert Levi remained with his father up to 1882, during which time he labored on his father's ranch, and two years he worked in a drug store kept by B. D. Beckwith, of whom he partially learned the trade. In 1882 he bought out the store and engaged in busines for himself, where he has continued ever since. He keeps drugs, books and stationery, on the corner of Sacramento and Elm streets. He is a member of K. of P., Lodi Lodge, No. 41. He first joined the lodge in 1879. He was appointed Notary Public by Governor Bartlett in 1887, and reappointed by General Waterman in 1889. He was appointed Postmaster by Postmaster-General Thomas L. James, January 1, 1882, and served for four and a half years, up to July, 1886.

He was married June 22, 1886, to Miss Sarah J. Schu, of San Joaquin County, daughter of John A. Schu. They have two children: Larelda Roe and Gladys Frances.

MILTON MILLER, a farmer of Castoria Township, San Joaquin County, was born in Missouri, May 18, 1826. He was reared and educated on a farm. March 29, 1849, he started for California, crossing the plains with ox teams and entering Sacramento Valley October 10. He worked at the mines during 1849 and '50 and was quite successful. In the latter part of 1850 he returned to Mis-

souri, but soon crossed the plains once more to California, making the best time that had yet been made, ninety-three days. In 1863 he purchased the ranch on which he now resides. It contains 1,232 acres, situated on the French Camp road about eight miles from French Camp. He is one of our most successful and extensive grain raisers.

Mr. Miller was married in Stockton to Miss Sarah M. Maxwell. They have eight children, namely: Ida M., James H., Mary Etta, Milton E., Jesse F., Charles A., William T. and Laurence L.

L. MERSFELDER, proprietor of the Eureka Bakery, Stockton, was born at Offenbach, Prussia, May 29, 1820, his parents being Jacob and Kate (Grill) Mersfelder, the father a miller by trade and proprietor of an establishment. He was reared at his native place, and there educated to the age of fourteen years, and found his employment in early life in assisting his father in his mill. He decided, however, to cast his lot in the new world and try his fortunes there; accordingly he sailed from Havre, on the Rhone, a French packet ship. He landed at New York and from there went by rail and water to Baltimore, arriving at the latter city just as the railroad between there and Washington was finished. He had a brother, named Simon, in business in Baltimore, and acquired a thorough knowledge of the business of the baker's trade. He afterward worked in a large establishment in Baltimore. He then traveled, working in other cities, among them Cincinnati and New Orleans. From the Crescent City he returned by sea to Baltimore and worked there three or four years; then went in business for himself. In 1853 he started for California, going by rail to New York, where he took a steamer for the Isthmus, which he crossed as follows: the first twelve miles by way of the Chagres river and thence on mule-back to Panama. There he spent the Fourth of July, and a lively one it was too. He left Panama on the evening of the next day on the steamer "Golden Gate," and landed at San Francisco July 28, 1853. Later in the same day he started for Stockton on the little steamer Julia, landing here next morning and paying $10 for the passage. At that time his brother Simon was carrying on the Stockton bakery, where the business college now stands, and our subject went to work there. Nine months later he opened a coffee saloon on the levee. His family arrived a short time later, and about that time he opened the Stockton restaurant, where the Eureka saloon now is. In 1857 he closed there, bought property on the corner of Hunter and Channel streets, and opened the Eureka bakery, which he has carried on ever since. In 1870 he built the spacious and handsome brick business block which now adorns this corner.

Mr. Mersfelder was married in Baltimore, in March, 1846, to Miss Amelia Haupt, a native of Prussia. They have four children: Amelia, wife of Louis Gerlach; Louisa, wife of Charles Liegenger; Laura, wife of A. J. Hahn of the Commercial Hotel; and Frank, at home.

Mr. Mersfelder is a charter member of Stockton Lodge, I. O. O. F., and an Exempt Fireman, having been an early member of the Weber Engine Company. He is a man of the highest standing in the city where he has lived so long, and remembers many interesting anecdotes connected with noteworthy periods in times gone by. During the flood of 1862, when his shop was on the business college site, there was three feet of water in the building and the workmen had to wear high boots while employed. He well remembers how the boats ran up as far as the asylum during that year, going up past the tannery and between where the house of John Hart and Charles Haas now stand, then on past Rothenbusch's place, unloading at the upper end of the brewery. During the six or seven weeks the flood lasted, boats went up half a dozen times to the highest point, and the water did not remain so high more than a day or two at any time during that period. However,

there was no other way of hauling supplies to the asylum. Only two trees had to be cut down in order to render navigation practicable.

HENRY ROHRBACHER, one of the leaders of the bottling business in Stockton, is a native of Alsace, and was born on the 20th of July, 1845, his parents being George Henry and Barbara (Happel) Rohrbacher. When he was a mere boy, his father died. He was reared to farm life, and followed as a business hemp pulling for the manufacture of linen. In 1868 he came to America, landing at New York. He remained in the American metropolis only thirteen days, and then set out for California, via Panama. He landed at San Francisco from the steamer "Golden Gate" on the 16th of May, 1868, and on the following day he arrived in Stockton. He obtained employment at the Pacific tannery, where he worked that summer, and then engaged in the steamboating for the winter. During the next summer he worked in the harvest field and on threshing-machines, and then obtained employment with Mr. Wagner in the butchering business. In 1870, in connection with his brother, Philip, he engaged in the bottling business, under the firm name of P. Rohrbacher & Bro., and that firm continued until 1874. In that year Henry Rohrbacher became sole proprietor, and he has ever since carried on the business alone. He bought a building on Channel street, fitted it up with all proper convenience for his business, including a first-class cellar, and has ever since done business there. He is sale agent and bottler of the Willows brewery beer and also of the lager beer manufactured by the United States brewery, and has built up a very large trade, including an extensive family custom, giving constant employment to three men. He is Past Grand of Stockton Lodge, No. 11, I. O. O. F., Past Sachem of Iroquois Tribe, No. 35, I. O. R. M., Past Arch of Stockton Grove, No. 25, U. A. O. D., and has been first assistant engineer of the fire department. Being a gentleman of pleasant manners, he enjoys a wide popularity.

Mr. Rohrbacher was married, in this county, to Miss B. C. Leffler, daughter of George Jacob Leffler, and they have four children: Hattie, Birdie, Ernestine and Gustav.

J. K. DOAK, one of the well-known and prominent residents of Stockton, is a native of Huntingdon County, Pennsylvania, born December 16, 1827, his parents being H. C. and Margaret (Morrow) Doak, both of whom were native Pennsylvanians. When he was eight years old the family removed to Vincennes, Indiana, and there he resided from 1835 to 1851. In the latter year he removed to California. Going to New Orleans, he took steamer to Havana, thence to Chagres, then up the Chagres river to Gorgona and from there walked to Panama in a day. There he took the steamer "Monumental City" to San Francisco, where he arrived on the night of March 4. After ten days in the city, he went up to Murphy's in company with a cousin, John Doak, and they put up a saw-mill, which had been constructed for them in the East. It had been their intention to take the mill to Humboldt Bay, but they learned that the field was greater in the mines. After two and a half years at Murphy's they dissolved partnership, and Mr. J. K. Doak removed near Mokelumne Hill, and there he carried on lumbering, ranching and stock business. In 1869 he removed to Stockton, and in the following year he purchased the livery business of J. C. Gage, which he has since conducted. This is one of the oldest livery establishments in Stockton, having been started by George Congdon in 1850. He was succeeded by Mr. Gage, who sold to the present proprietor.

Mr. Doak was an old-time Whig in his younger days, and when the forces of that party scattered he became a Democrat, but since 1861 he has been identified with the Republican party, and prominent in its councils. He was



George S. Locke

elected Mayor of Stockton in 1872, and re-elected in 1874, and from 1876 to 1889 was a trustee of the State Insane Asylum at Stockton. He was a delegate to the National Republican convention at Chicago in 1880, which nominated James A. Garfield. He was President of the San Joaquin District Agricultural Society from 1867 to 1872. He has passed the chairs of San Andreas Lodge, No. 50, I. O. O. F., and of Lone Star Encampment, No. 10, but has been a member of Charity lodge, No. 6, since 1870. He has been asiociated with the order for over forty years, having joined Wabash Lodge, No. 20, at Vincennes, Indiana, in 1849, before he came to California. He is also Past Chief officer of Parker Encampment. Mr. Doak has been all his life an active man, and his standing in the community has always been of the highest.

Mr. Doak was married in Calaveras County, in November, 1862, to Miss Sarah E. Chase, a native of Nashua, New Hampshire, and their children are: John E., Sarah Elizabeth and Clara. The first-named, who was graduated from the University of the Pacific (class of 1884), has been attending the Boston Institute of Technology for four years, and has decided upon the profession of mechanical engineering for his future career.

GEORGE S. LOCKE, of Elliott Township, one of the substantial men of San Joaquin County, is a native of Langdon, New Hampshire, born October 30, 1830, the youngest of four children of Luther and Hannah (Willard) Locke. The founder of the family in this country was Deacon William Locke, who was born in Stepney Parish, London, England, December 13, 1628. He came to Massachusetts in the ship Planter (Nic. Yrarice, master), in 1634. On the 25th of December, 1655, at Woburn, he married Mary Clarke, daughter of William and Margery Clarke, of Woburn. She was born at Watertown, December 20, 1640, and died at Woburn, July 18, 1715. Deacon Locke died at Woburn, June 16, 1720. His direct descendant, Calvin Locke, grandfather of our subject, was born at Ashby, New Hampshire, June 18, 1765. On the 25th of February, 1796, he was married to Sarah Jewett, who was born at Rindge, August 19, 1763. She was the daughter of Stephen Jewett, of Rindge, who married Miss Bancroft.

Luther Locke, father of our subject, was born in Sullivan, Sullivan County, New Hampshire, December 6, 1796. When a young man he started in mercantile pursuits in Langdon, in October, 1818, and after the first year took into partnership his brother Calvin. The latter, being of a speculative turn of mind, got the firm into outside ventures, so that they were ruined financially. Luther Locke was twenty years paying up the debt thereby incurred. Having saved up $800, he came to California, July 1, 1855, with his son D. J., when he returned with his wife. He lived with his son Elmer, in San Joaquin County, but afterward took up part of the land where Lockeford now stands. He gave the land to build the first hotel, called the Lockeford House, and built the first permanent dwelling in the town, and on its second floor kept the first store in the place, the goods having been brought up the Mokelumne on the first steamboat to navigate the river, the Fanny Ann, September, 1862. His son D. J. bought his land, and went in with him in the store. They remained in partnership until the father's health failed, and the the latter sold out to his son D. J.

Luther Locke was a Congregationalist in religion, and was one of the founders of the church at Lockeford. His children were four in number, as follows: Luther Franklin Locke, who was born November 3, 1820, and now lives at Nashua, New Hampshire. He was graduated at Middlebury College, Vermont, in 1845, and at Cambridge Medical College in 1849, taking up dentistry as a profession to pay his way through college. He became a physician, but was so successful as a dentist that he did not follow up the practice of medicine as a pro-

fession. Dean Jewett Locke was the second son (see his sketch elsewhere, under the name of Mrs. Delia M. Locke). Elmer Hall Locke, the third son, will be hereafter mentioned at some length. The fourth son, George S., is the subject of this sketch. Luther Locke, father of the above, died at Lockeford, July 12, 1866. George S. Locke, when ten years old, worked out in haying at $2 a month, and followed farming most of the time until twenty-one years of age. In the summer and fall of 1846 he went to a school kept by his brother, D. J., at Pawtucket, Massachusetts, for five or six months, working for his board. He also worked at dentistry with his brother at Nashua. He next went one term to Reed's Ferry, to a normal school started by Russell, of school-reader fame. There he got a teacher's certificate, and taught one term of school. He then went back to the farm with his mother, and took charge of the work there until he had reached the age of twenty-one years. Having determined to go to California, he left Langdon for New York, and on the 6th day of December, 1851, sailed from that port on the steamer Cherokee at 2:30 P. M. He landed at Chagres on the 18th of December, went up the river to Crucez, where he arrived on the 20th, and from there walked to Panama on the 21st. He became sick with Panama fever, and was confined there for some days. On the 27th he bought a ticket for San Francisco by the steamer Golden Gate, the second trip she made on this side. The vessel touched at Acapulco, and he spent tke 2d of January, 1852, ashore there. On the 10th of January he landed at San Francisco, and at once took a boat for Stockton, where he arrived on the 11th, his ticket having cost him $10. Being sick and unable to get word of his arrival to his brothers, he went to the hospital and remained there for two weeks, when his brother, having learned of his arrival, came to the hospital and took him out to his home on the ranch where Lockeford now is situated. He was so ill as to be unable to perform any labor until about the 1st of April, then went to work for his brothers. He did the cooking, while D. J. hauled garden products to the mines. Eggs brought $3 a dozen, tomatoes 12 to 16 cents a pound, and other things in proportion. Two years later he commenced for himself, and made money teaming, selling salmon, etc. He located about 135 acres of land, a part of his present home ranch, and embarked more extensively in farming. After the death of his brother Elmer, who had built a part of the present residence in 1855, our subject removed into it. He has added considerably to his landed possessions, and his land about Lockeford is known for its splendid soil. Besides grain farming, he has devoted considerable attention to stock, and has been very successful in both lines. He paid taxes this last year in five different counties.

Mr. Locke was married May 15, 1859, to Miss Susan L. Hammond, who was born in North Abington, Massachusetts, January 13, 1839. She is an accomplished lady, and taught school in this county for two years. Ten children have been born to Mr. and Mrs. Locke, viz.: Sarah A. J., born August 5, 1860; Elmer H., born October 22, 1862, died May 20, 1875; George F., born August 22, 1864, died November 14, 1868; Wallace H., born May 8, 1867; Amy, born February 4, 1869, died February, 1869; Lilla, born May 26, 1871; John G., born September 20, 1873; Mertice, born June 4, 1876; Franklin H., born August 5, 1878, and Alma G., born January 15, 1882, died December 2, 1882.

Mr. Locke's life has been one full of lessons on the value of industry. When he was a mere boy of fourteen or fifteen he learned the value of putting his little savings out at interest, and when he came to California he had saved up $100 of his own, which with $100 he borrowed from his father was what he had to get to California and make his start with. He has never engaged in more than one really unsuccessful speculation, and that was in 1862, when he and his brother D. J., Mr. Foster and others bought the steamer Pert in San Francisco and brought it up to Lockeford, loaded with freight for the

mines, where it landed at the ferry on his ranch, April 5, 1862. The Mokelumne River Navigation Company was formed with Mr. Locke as treasurer. The boat was run successfully during this spring, but Jerry Woods, of Woodbridge, had a bill passed by the Legislature granting him the right to build a bridge without a draw, across the river at that place, which headed off all navigation any farther than that point. Governor Leland Stanford signed the bill. This steamboat venture cost Mr. Locke about $3,000 in losses. He became a stockholder in the Lodi mill, loaned the company $10,000, and bought the property in when it was sold at sheriff's sale, and ran the mill about a year. He has been a stockholder in the First National Bank of Stockton since its organization, is a member of the Congregational church, and furnished the largest portion of the money to build the church.

Elmer H. Locke, deceased, was born in Langdon, New Hampshire, December 24, 1825. He was well educated, being a graduate of Bridgewater Normal School, and taught two terms of school at Cape Cod, Massachusetts. He then attended the Rensselaer Institution, Troy, New York, and was graduated with the degree of Bachelor of Natural Sciences, September 29, 1848. The California fever seized him with sufficient force to determine his joining the throng of emigration pouring in that direction in 1849. Having made his preparations to go, he attended Father Taylor's church in Boston on the night of February 25, intending to start the next day. Delays occurred, and it was the 1st of March when the ship Sweden, on which he was a passenger, sailed out of Boston harbor. An immense crowd was at the dock to see them off, and Father Taylor made a farewell speech. On the 3d of August, 1849, the vessel arrived in San Francisco harbor. In his diary, Elmer H. Locke speaks of it in these terms: "We came to the entrance of the harbor at 2 o'clock. No pen can describe our feelings at the time, and what followed for the remainder of the day. Received a letter from mother. Left San Francisco for Stockton August 20. Stopped in Stockton till the 28th. Went to Brooklyn City, on the Mokelumne. Commenced a garden on the 2d of September." On the 18th of September he writes that he has dug $20 in gold, but has been sick most of the time with dysentery. His garden was right at the foot of Butte Mountain, below Mokelumne Hill, on the north side of the river. On the 15th of October he makes entry in his diary as follows: "Recovered from dysentery, and while yet weak started on a prospecting tour for the Forks about the 1st of October. Went up North Fork, crossed over and came down South Fork. Was gone four days. Felt in excellent health. Started next day for the Calaveras, to trade with the Indians. Got three miles, and on the 6th of October got accidentally shot in attempting to draw a rifle pistol to shoot a raven which was flying close over my head. Ball entered the right side, passed through the body, and was taken out at the left thigh, a distance of twenty-two inches." Dr. D. J. Locke, who had come across the plains as physician for the Boston and Newton company of emigrants, heard of the accident to his brother, and proceeded to Mokelumne Hill, being two nights and one day on the road from Sacramento. He himself was taken sick, and he then sent to Sacramento and got a friend named Loring (who also came out in the Boston and Newton company) to come to Mokelumne Hill to nurse him and Elmer. Loring also became sick, and Elmer, who was very weak, waited on his two companions in misfortune, with his own knees held up by a bar run across between two forked sticks. Loring died there, but the Locke brothers recovered and went to Sacramento. There the Locke brothers and Mr. B. Burt built a house, of poles and oak shakes made by themselves, on L street, between Ninth and Tenth, and in the following spring they went to Mississippi Bar, where they ran a store. Elmer came down to San Joaquin County in 1851, and settled a little northwest of Lockeford, where George S. Locke now lives. He and his brother

D. J. fenced in about 300 acres of land on the Mokelumne river bottom, and in the summer of 1851, D. J. was up in the mines at Downieville, where he made considerable money, while Elmer remained on the ranch and cut about 200 tons of hay that season. In the spring of 1852 they planted a vegetable garden between two sloughs on the ranch, on the lower side of the present road. When George S. got well he did the cooking, as stated in his sketch, while D. J. sold the vegetables in the mining camps, and Elmer went up to Sacramento, where he was engaged in the poultry business the summer of 1852. He went to Tulare County, prospecting, and located a ranch in the Four Creek country. Even at that early day, he planned to run water over his land there to make it more productive- He eventually left there, came back to the present location in San Joaquin County, and built part of the house in which George S. now resides. Here he died on the 28th of June, 1858. He was a straightforward, enegetic man, and was well respected by those who knew him. The Locke family are closely identified with the early settlement of that portion of San Joaquin County, and indeed have been prominent in its history since the pioneer days.

WATSON C. GREEN was born July 15, 1851, in Independence County, Arkansas. On account of the civil war, his parents decided to move to California, and young Green, then nine years old, was given a goad stick which he used as a persuader for the oxen on the long and toilsome journey across the plains. The family came direct to San Joaquin County, and settled on land on the Mokelumne river, a few miles east of Lodi. For a number of years he worked on his father's farm, going to the district school near by whenever he could be spared from the field. He early expressed an eagerness for an education, but soon found that whatever of advantages in that line he was to have must be obtained solely through his own exertions. He worked hard, saved his money and took a four-year course in the University of the Pacific at San Jose at a cost of over $2,000, every dollar of which he earned by manual labor. At the conclusion of his collegiate course, he passed a teacher's examination and accepted a school in Calaveras County, which he taught three years. He then turned his attention to the study of law, which he prosecuted with vigor in the law office of J. B. Hall, of Stockton. In January, 1883, he was admitted to the bar of the Supreme Court of this State, and immediately afterward commenced the practice of this profession at Lodi, where today he has a good and constantly increasing business, and enjoys the confidence of all who know him. He is a man of remarkable energy and push, and is always among the leaders of of any new enterprise that is calculated to promote the best interests of the community in which he lives and of the county in general.

OCTAVIUS HAYMAN HULL, of the Hull & Stewart Company of this city, dealers in school supplies, sewing-machines, pianos and organs, was born July 16, 1845, in Taylor County, West Virginia, a son of Jacob and Sarah (Thomas) Hull, both natives of that section of the "Old Dominion," and now deceased. His father, a farmer and tanner near Knottsville, died at the age of sixty-three, and his mother at fifty-seven. Grandfather Jacob Hull, by birth a German, came to America with his parents before the Revolution, and afterward became owner of a farm and tannery in Harrison County. He was three times married and lived to the age of 104 years. His first wife, by birth Hannah Robinson, left three sons who lived to become the heads of families. Great-grandfather Hull enlisted in the Colonial army in the Revolutionary war and never returned, dying in battle, or perhaps perishing by exposure or of ill treatment as a prisoner. Grandparents Thomas and Rebecca (Hale) Thomas, the former

a native of Delaware and the latter of Connecticut, raised a large family and were well beyond middle life when they died. Great-grandfather Thomas was a Scotch emigrant.

O. H. Hull, the subject of this sketch, was educated in a private school in his native county, and helped in his father's tannery until the age of sixteen. In his seventeenth year he was enrolled in the militia of the proposed new State of West Virginia, and in 1862 enlisted in the Twelfth Regiment West Virginia Volunteer Infantry, and was engaged in twenty-three pitched battles from Piedmont to Appomattox. After his discharge he went to farming in Iowa, and in 1867 bought 140 acres in Mahaska County, which he retained until 1870. He then learned the harness-making business in Oskaloosa, and carried on a shop one year in Granville, Iowa, In 1872 he moved to Kansas, and followed the same business in Belleville, Republic County, and afterward in Smith Center, Smith County, where he bought a farm of 160 acres. In 1879 he became a member of the Grand Army of the Republic in Kansas. After a residence of eleven years in that State he sold his farm and harness-shop and came to California in 1883, settling in this city, where he engaged in the school-furnishing business. He has had the agency of the National School Furnishing Company from the first, to which have been added the goods of other manufacturers in that and other lines. In 1885 he formed a partnership with W. B. Hardacre and J. A. Stewart, under the style of Hull, Hardacre & Co., which, by the withdrawal of Mr. Hardacre in 1888, became Hull & Stewart, and in 1889 was changed to the "Hull & Stewart Company," located since April 1, 1889, at No. 306 Main street. They handle not only school supplies of all sorts, but also sewing-machines—the New Crown and Wheeler & Wilson, No. 9, as well as Crown pianos and organs.

Mr. O. H. Hull was married in 1866, at her home near Granville, Iowa, to Miss Nancy Maria Baldwin, born in Ohio, August 13, 1846, a daughter of Thompson and Sophronia (Phelps) Baldwin, who settled in Mahaska County, Iowa, about 1847. Her father died aged about sixty-three; her mother, born about 1820, is still living on the old homestead. Mrs. Hull's grandfather, Hiram Baldwin, was born and brought up in Grayson County, Virginia. Mr. and Mrs. Hull have five children—two born in Iowa, two in Kansas and one in California, as follows:—Herschel Varian, born October 14, 1868; Merrill Ord, October 26, 1871; Veda Belle, July 3, 1874; Sophronia Ariel, July 14, 1881; Leland Mentor, October 5, 1885. Herschel V. lost his sight by an accident when only eight years old, and was placed in the Wyandotte Institution for the Blind, and, coming with the family to this State in 1853, was placed in the institution in Berkeley, from which he was graduated in the summer of 1887, and is a broom-manufacturer on his own account in this city. Merrill O. is attending a business college in this city.

Mr. Hull is a member of Morning Star Lodge, No. 68, F. & A. M., and of Rawlins Post, No. 23, G. A. R.

CHARLES BAMERT, a merchant of Clements, Elliott Township, San Joaquin County, was born April 2, 1830, in Germany, his parents being John and Mary (Hucome) Bamert, both natives of Germany. The father died in New York State in 1855, and the mother in 1857; the father was a farmer by occupation. Charles, our subject, left Germany for New York in 1835; he settled in Ontario County, where he remained until 1852, when he started for California via the Isthmus, taking the steamer Northern Light to the Isthmus, and the Northern Light to San Francisco, where he arrived after a weary voyage of thirty-two days. He went directly to the mines at Placer County, where he stayed two years; then went to Iowa Hill, Placer County, where he remained nine months; thence to Calaveras County, where he mined two years. Coming to Knight's Ferry, he remained for one year, then went back to the Amador County mines, where he mined two

more years. He at last settled on the Mokelumne river, six miles from where he, with others, formed the corporation known as the Farmers' Trade Union. He opened this business in the spring of 1883. They carry from $15,000 to $16,000 worth of stock. He owns 900 acres of fine land, half of which is situated in San Joaquin County, and the other in Amador County. Mr. Bamert is a member of the order of Patrons of Husbandry.

Mr. Bamert was married to Miss Leah Shelbourn, who was born in Amador County in 1845. They have two sons and one daughter, as follows: Frank C., born August 10, 1876; Lucy, September, 1879, and Edward, April, 1883.

JOSEPH PRATT, a farmer of O'Neil Township, San Joaquin County, was born in Portland, Maine. When ten years of age he went to Cambridgeport, Massachusetts, and in 1849 he came to California by way of Cape Horn, on the ship Edward Everett, and landed in San Francisco after a six months' voyage. He went to Sacramento, where he engaged in the hay and grain business. After that he went in partnership with Mr. Fogg, and they kept a store on Bear river, Placer County. He next engaged in building houses in Sacramento, for the purpose of renting. Finally he bought a farm situated about six miles east of Stockton, where he has resided ever since, principally engaged in raising wheat. He has a pleasant, quiet home, partly hidden from view by shade trees. His sister, Mrs. C. S. Richardson, resides at his home.

THOMAS CLEMENTS, the founder of the pretty little village of Clements, was born at Glenview farm, County Armagh, Ireland, December 18, 1837, the son of John and Mary (Lester) Clements, both natives of Ireland. The former was born in 1792, and the latter in 1795. They both died in the country of their birth, which they never left. Thomas Clements came to California in 1857, locating in Ione, Amador County, where he was engaged in farming until 1872, when he came to the place where he now resides, about a half-mile from Clements and three miles from Lockeford. He purchased the place of Judge Terry in 1871, and moved upon it in 1872. He has been one of the most successful farmers in this country. He is at present owner of 1,500 acres of land in this county, 600 in Amador County, and has a half interest in 7,500 acres in Tulare County. He is engaged principally in raising grain and stock.

He was married in San Francisco in April, 1868, to Miss Jennie Sprott, who was born in Ireland, Down County, September 21, 1841. They have four children, as follows: Minnie J., born July 12, 1872; Maggie, November 6, 1876; John H., October 23, 1878, and George R., April 28, 1880.

DR. J. MESEROLL, dentist of Stockton, is a native of Illinois, but was reared in California, having come to this State in 1852. He acquired a good practical education, and is a graduate of Chamberlain Commercial College, San Francisco. He commenced the study of dentistry May 1, 1873, with Dr. J. N. Meyers, now deceased, and having acquired the profession, has ever since practiced it (in Stockton) with success. He was for two and one-half years in partnership with Dr. Burton, but with the exception of that time has practiced alone. He is a member of Charity Lodge, I. O. O. F.

Dr. Meseroll purchased twenty acres of land a short distance from Stockton in 1887 and commenced its improvement as an orchard the same year. The place is on the south side of the Linden road, along which and on one of the other sides, it is bordered with Monterey cypress trees. The house and other building improvements back well from the road, and about

them are handsome shade and ornamental trees, notably the Pulvonia trees. He is adding to his orchard at this writing (1890), but has already seven acres devoted to that purpose, the trees being as folllows, in the quantities mentioned: 100 apricots, 17 peaches, plums, 30 French prunes, 20 de Agein prunes, 10 Victoria nectarines, 10 Bidwell nectarines, 16 Bartlett pears, 10 apples, 7 cherries, 2 quince, 2 Spanish chestnut, 3 Smyrna figs, 632 almonds, raspberries, blackberries, etc. He has also three acres of vines in good growth, of the Black Prince variety, which will bear in 1890. Among the shade and ornamental trees, besides those already referred to, may be mentioned the Monterey pine and the Blue Gum tree. All the fruits mentioned have done very well indeed, but Dr. Meseroll regards the locality as best adapted to apricots, grapes and Bartlett pears. Almonds and apricots bore well in 1889, their second year, and quite a few peaches bore a fair quantity of fruit in 1889; some nectarines were also picked. The place is a handsome one, and when fully improved will be a model ranch in its appointments.

FRANK ELLIS LANE, a grain merchant of Stockton, was born in this city, November 5, 1860, a son of Rufus Bradbury and Jane H. Lane; was educated in the Stockton schools until 1877, and graduated at the business college in 1878. He learned the milling business in his father's mills from 1878 to 1882, and afterward learned the new process in the Crown Mills of this city. Is now engaged in the grain business, on his own account, and as buyer for G. W. McNear of San Francisco.

ALEX. HORN, a farmer of Castoria Township, was born in New York city, August 23, 1814. Being left an orphan at the age of one year, he was raised by an uncle. At the age of thirteen he was bound out as an apprentice to a cabinet-maker, serving seven years. At the end of that time, in 1834, he was married to Miss Mary Ann Simmons. In 1837 he was employed at the Brooklyn Navy Yards. In the fall of that year, with his wife and child, he sailed for Mobile, Alabama, on a merchant vessel. In January, 1838, he was employed in the Pensacola Navy Yards, Florida. In the summer of 1838 he came to New Orleans, where he remained a short time. From there he embarked for Cincinnati, Ohio, settling in Covington, Kentucky. While there he took an active part in the campaign of 1840, for General Harrison, of log-cabin renown. He had participated in the previous Presidential campaign of 1836, in New York city. The spirit of adventure still urging him west, he moved to St. Louis, Missouri, preparatory to getting on the frontier. In the fall of 1841 he took passage up the Missouri river for Booneville, on his way to Springfield, Missouri, at that time the most remote frontier town of the State. There he worked at his trade until the fall of 1849, when he started for Washington city, District of Columbia, in company with the late Governor Phelps, of Missouri, at that time a member of Congress. Held a position in the Capitol during that long session when California was admitted as a State. Was appointed Receiving Clerk of the Postoffice Department by Postmaster-General Collamer in 1850, served until the end of the fiscal year 1853, when he was removed by the Pierce administration. Returning, he went to work at his trade again. During the long, cold winter of 1855–'56 he was caught in a blizzard and nearly frozen, and became very much disgusted with the climate. Not being satisfied with his previous adventures, he concluded to start across the plains to California. He sold his farm at a sacrifice and bought fifty-six head of cattle, and left the settlements in April of 1856. They were four and a half months on the way. Lost half of the stock, and two young men in the train were killed by the Indians or the Mormons. He was with the

first emigrants to cross the Sierra Mountains on the Big Tree road. On arriving here he settled on the ranch of 320 acres, situated about eight miles from Stockton, where he has resided ever since. He visited New York in 1878, with his wife and youngest daughter, after an absence of forty-one years.

Alex. Horn and wife celebrated their golden wedding at the close of 1884. Mrs. Horn died January 3, 1889. Their children and grandchildren number 25; they were all present at the celebration, besides many of their friends. His children are as follows: Henry, Mary, Matilda, John and Minnie.

CHARLES H. CORSON, a native of Somerset County, Maine, was born March 1, 1853, son of Lysander and Susan C. (Morrison) Corson, both natives of that State; Mrs. Corson died in 1881, Mr. Corson is still residing there. There were nine children in the family, seven of whom are now living, four in California.

Charles resided in Somerset County until he was eighteen years of age, during which time he attended the public schools of that vicinity and afterward graduated from the business college at Augusta, Maine. He then went to Lawrence, Massachusetts, where he worked six months in the cotton factory, then devoted nearly three years to the furniture business as a salesman. In 1876 he gave up his position and started for California, arriving in Stockton June 3. Three months later he was engaged at G. W. Melone's auction house, where he remained fourteen months. He then took a position as teacher in Atkinson & Clark's Business College, Stockton, where he remained five years. In March, 1882, he engaged with Sperry & Co. in their flouring-mill as bookkeeper; just eight days before he was to have commenced, the mill was destroyed by fire. The proprietors then rented the mill in Lodi and sent Mr. Corson up there. He kept books for them four months, when George Sperry returned to Stockton and Mr. Corson was given charge of the mill up to October 10, 1883. He then went to Stockton and was employed in the mill there till July, 1884. He then returned to Lodi, purchased the Lodi mills and has been in business ever since. It is a full roller mill of the newest and best pattern, run by steam power, and the capacity is 200 barrels daily. It has connected with it warehouses with a storage capacity of about 8,000 tons. Mr. Corson has made all the improvements himself, expending $11,650. Without doubt he makes as fine flour as can be obtained on the coast. The mill is situated in the heart of a wheat-growing district and forms a ready market for the farmers' wheat. In the first place the mill cost $28,000, which includes ground and all. Afterward the mill was rented by Sperry & Co. of Stockton and finally purchased by its present owner.

Mr. Corson was married, November 24, 1886, to Miss Eva Sawtelle, of Sacramento, daughter of O. P. Sawtelle. They have one son—Clarence L., born March 3, 1889.

Mr. Corson is a member of the Masonic Lodge, K. of P., and A. O. U. W., and the Masonic Chapter, all of San Joaquin County.

F. P. MADDEN.—Among the most notable improvements that the country tributary to Stockton has yet shown in the direction of horticulture, are those lately made by the gentleman whose name heads this sketch. In April, 1888, Mr. Madden bought eighty-eight acres just over the line in Calaveras County, twenty-five miles from Stockton, on the Valley Springs and Burson road. The natural advantages of the land for fruit culture were apparent and Mr. Madden decided to devote the land to that purpose, and by October, 1888, he had preparations on the place so far advanced that he was able to commence planting. The ground was first plowed to the depth of twelve inches and then harrowed twice, twenty-two men being

employed in the work. All holes for trees were dug two and a half feet deep, and of the same width, and when the trees were put in, they were filled up with top dirt. The numbers and varieties planted were as follows: Bartlett pears, 2,000; German prunes, 400; French prunes, 400; olives, 3,000; almonds, 600; Italian chestnut, 300; oranges, 200; figs, white Adriatic and black Sumatra, 300; peaches, principally Crawford, running from early to late, 300; and a number of apricots, apples, plums, etc., of choice varieties. Of vines he planted 32,000 of the principal wine and table varieties. Among them may be mentioned seedless Sultana, Flaming Tokay, West's Prolific, Burgundy, Black Prince, Muscats, etc. After planting he plowed the ground twice, cultivated it three times and harrowed it twice, besides hoeing about each tree five times. The planting was finished about the middle of February, 1889. The olive trees were planted twenty-four feet apart, with two rows of grape vines between the rows. The trees were topped two feet from the ground when they were set in, and they have averaged a growth of six feet for the first year. The land was formerly covered with chapparal, and the soil, which is of a fine black loam, is from three to five feet deep. Water is abundant and may be found any place on the ranch, within five feet of the surface. Everything planted on the place showed such a fine progress that when a few olives seemed to be going backward, or lagging, that fact became plainly noticeable from contrast. Mr. Madden thought he would try the effect of an artificial irrigation, and sank a well eight feet in width each way, and eight feet deep. When they had got down seven feet, the water came in faster than they could bail it out and rose within four feet of the top.

One of the noteworthy features about this model ranch is the rabbit-tight fence that surrounds it, and which was built at a cost of $600 per mile.

A trench eight inches deep and fourteen inches wide was dug around the tract, and the posts, after being thoroughly tarred, were placed in the ground. Then the fence of woven wire and slats was put on, being made on the place with the aid of a wire-twisting machine, and each slat being well coated with coal-tar. Then the earth was banked up at its base, leaving the slats twenty-four inches in the ground. The posts had been left two feet above the slats, and two barbed wires were then strung on the top of the fence. The plan adopted is an original one, and is thoroughly effective for the purpose designed.

Mr. Madden, whose enterprise has given to Calaveras County its largest and its finest fruit ranch, is a native of Cumberland, Maryland, but reared in Stockton. He received his education here, finishing at St. Mary's College, where he attended in 1869, 1870 and 1871. He entered the employ of Peyton & Holmes, and when he left them engaged in farming on Calaveras river. Following this he was at the Yosemite bar, Stockton, for two years, after which he entered into partnership with John Gall. Since 1887, Mr. Madden has been sole proprietor of the "Independent saloon," the first-class resort of Stockton. Beginning with that year he has also had the bars at the ball park and race track.

When the volunteer fire department was in vogue, Mr. Madden took an active part, holding, at different times, several leading offices, and was treasurer of the department for three years. He was a member of Weber Company (volunteer) until disbanded. He has been prominent in the councils of the Republican party and active in the ranks, having served many times as delegate to county and State conventions, and being now on the city and county central committees.

JOHN TRETHEWAY, JR., a farmer of Elliott Township, was born in Cornwall County, England, May 7, 1851, a son of John and Rebecca Arthur (Pinch) Tretheway, both natives of England, who came here at an

early day. He remained in England until 1867; April 13, 1867, he sailed for New York, landing April 27. He went direct to Morris County, New Jersey, where he was engaged in mining. July 7, 1867, he started for San Francisco, via the Isthmus, and landed in Stockton the 28th of July, where he met his brother George, who was working for two men named Treadway and Kettleman, on a farm about fifteen miles from Stockton on the lower Sacramento road. Without losing any time our subject went to work for the same men, staying with them three months, when he and his brother rented a piece of land of 320 acres, which they farmed for one year. At the end of that time, George, James Jory, a brother-in-law, R. B. Harris and John, all bought the place in partnership in the year 1870. Later on John Tretheway, father of the subject of this sketch, bought George and Jory's interest; he has since sold his interest to his son John, and returned to England, where his wife died at Stephens Parish, Cornwall, in 1875. Mr. Tretheway, our subject, is one of the most extensive land owners; the ranch on which he resides contains 720 acres.

He was married January 1, 1878, to Miss Amanda Goodwin, who was born in Napa County, California, May 8, 1857. They have a family of five children, viz.: Effie A., born November 7, 1878; John D., July 23, 1880; Charles W., April 23, 1883; George F., July 16, 1886; and Almon R., February 8, 1889. The family are all members of the Methodist Episcopal Church.

JOHN BEER, a farmer of Castoria Township, was born in England, July 31, 1842; emigrated to the United States, arriving at New York April 20, 1872, and settling in Canada; arrived at Stockton March 5, 1876, and three weeks afterward was engaged by Martin & Rock; at the end of six months he was employed by P. G. Sharp, and remained with him ten years, as foreman. The farm of 480 acres which he now occupies, he first leased of Martin & Rock for three years, that firm then dissolving partnership. Mr. Beer then rented the land of J. W. Rock for three years more. Mr. Beer is one of the most extensive grain-raisers of San Joaquin County.

July 19, 1870, in London, England, Mr. Beer married Ellen Harle, and they have had three children, of whom William Henry is the only one living.

JOSEPHINE MELVINA TODMAN, an attorney of Stockton, was born in Silver City, Nevada, November 16, 1862, a daughter of John H. and Melvina (Grist) Todman The father, born in Canada about 1835, of English parentage, came to Silver City as a mining expert, and superintended the erection of the first quartz mill in that region. He is still interested in 1890 in the Cœur d' Alene and other mines. The mother, born in Pennsylvania of German parentage, about 1840, died in Silver City, November 21, 1862. Grandfather Zachariah Grist, born some time in the first decade of this century, was accidentally killed in Oakland about 1886.

From childhood Miss Todman has been reared in San Francisco, residing chiefly with Mrs. Hattie A. Leonard, the mother of Mr. Todman's second wife, and was there educated in the public schools, and at the age of seventeen entered as a student in Hastings' Law College, a department of the University of California. She was graduated an A. B. from that institution in April, 1883, and was admitted to the bar December 21, 1883, being it is thought, the youngest lady candidate who ever sought or obtained that recognition. Miss Todman then treated herself to a needed rest for about a year at the home of a maternal aunt, Mrs. William More, of Los Gatos. Miss Todman opened a law office in Stockton, California, in February, 1885, and eight months later occupied a position

in the office of Hon. James H. Budd, as assistant and clerk. In 1890 she still fills that position, utilizing her legal knowledge almost entirely in office work.

JOHN J. COLLINS was born in Eastport, Maine, March 17, 1836, son of Miles and Julia (Coleman) Collins, both natives of Ireland. In 1834, shortly after their marriage, they left their native country for the United States, locating in Maine. About 1838 Mrs. Collins died, leaving two children, the subject of this sketch and a little daughter, who died about three weeks after the death of her mother. Miles Collins was once more married, in 1847, to Miss Mary Irvine. She died in 1887 the mother of four children, all of whom are living in the East. Miles Collins died in Eastport, in November, 1889.

John J. Collins, the subject of this sketch, spent most of his boyhood in his native place, although part of the time he was with his uncle, who resided at St. John, New Brunswick.

When he was quite young, probably ten years old, he attempted to learn the tailor's trade at intervals while he was going to school; but as it was too confining for a boy of his age he gave it up at the end of six months. His work had been very systematic and he was able to make an ordinary pair of pants, all but the cutting. In the fall of 1847 he began to learn the tinner's trade; this was not a trade of his choice, as he had always desired to become a machinist; but as there were no shops of this kind at that time he turned his attention to the tinner's trade. At the end of four years he was thought competent to go into business for himself; accordingly he went to Lynn, Massachusetts, in August, 1855, and engaged with the firm of Rice Brothers, with whom he remained over four years. Going to Boston he worked there a year, then went to Point Duchêne, on the Gulf of St. Lawrence, where he worked in a canning factory for some parties in Boston for about six months. At the breaking out of the war in 1861 he went to Boston and joined several of the military companies being organized there, but it was so long before they began to get their clothes and equipments that he became uneasy and, leaving there, joined the navy. He enlisted in Boston and was taken to New Bedford for medical examination, passed that and was put down as a machinist. So many were applying to be admitted to the navy at that time that a law had been passed that none but those of a mechanical turn of mind should be admitted. He was sent to Charlestown, where he passed another examination by the authorities. He remained on the receiving ship Ohio for some three months and was then transferred to the United States frigate Congress, one of the largest vessels in the navy. She sailed from Boston on the 6th of September for Fortress Monroe, under Captain Goldsborough, remaining there until March 9, 1862, when the vessels were attacked by the rebel fleet and so many destroyed, an account of which is so well given in our national history. Mr. Collins was wounded and taken prisoner during that engagement. He was taken to the hospital at Portsmouth, Virginia, where he was confined two months, and was then sent to Libby prison at Richmond. A short time after, he with a large body of men were paroled and returned to Fortress Monroe, where they remained but a few days, were then sent to Baltimore, remained three weeks, were then paid off and discharged, not being fit for further duty. Mr. Collins returned home and shortly after engaged in business for himself at Newton, Massachusetts. Not being very successful he went to Eastport, where he remained until March, 1867, when he came to California, landing in San Francisco on the first of April. After working there for about three months at his trade he came to Stockton. Later he went to Woodbridge, where he started up a little business for himself. Two years later he went to Lodi and August 6, 1870, became a permanent resident of that place. He has one of the finest

hardware stores in the county, and on the whole has been successful. His greatest loss was during the fire that occurred October 11, 1887. A year after he put up the building he now occupies, which forms one of the finest business houses in Lodi. He was marrried in 1872 to Mrs. Sarah Spaulding, who died in Sonoma, July 4, 1884. He was married to Mrs. Agnes Gondonin, his present wife, in 1887. She has been a resident of California for a number of years.

EDWIN R. ELLIOTT, of Elkhorn Township, was born June 26, 1841, in Kane County, Illinois, his parents being Edmund and Sarah Elliott, both natives of New Hampshire. The father was a farmer by occupation, although, when a young man, he taught school for a time. He died in 1883, in California, at the age of eighty years. There are eight children in the family living, all residing in California.

The subject was raised on a farm in Illinois, and remained there until 1859, when he came to California and joined his father, who had come in 1857, in San Joaquin County. After his father's death he took the homestead and has now 380 acres of choice farming land ten miles from Stockton on the Cherokee Lane, five miles from Lodi. Mr. Elliott does a general farming business. He raises fruit for family use. He is a member of the I. O. O. F. of Lodi, also of Lodi Grange, No. 92.

He is one of the good, substantial citizens of this county. He is a successful farmer as may be seen by the prime condition of his ranch.

M. DE COSTA, a landlord of Stockton, is a native of Portugal, born at Vivellos, about two days journey from Lisbon, January 21, 1830, his parents being Manuel and Maria Louisa (Ignacio) De Costa. He spent his early boyhood days at his native place, and there received his education. His mother died when he was quite young, and when in his fourteenth year he went to sea. He sailed on a three years' whaling cruise around the world, from Fijal, on the barque "Pembrook," of New London, belonging to a Mr. Lawrence, and commanded by Captain Porter, of the Hudson river. Three days after he shipped, they raised a school of whales, and two sperm whales were captured, which yielded sixty and seventy-five barrels of oil, respectively. They had them tied alongside the ship and young De Costa, who remembered the Bible passage which told of Jonah being swallowed by the whale, kept looking and wondering how such a thing could be. A few days later he asked a fellow-countryman how it was possible for the whale to swallow Jonah. The man replied, "It is only written." Young De Costa was sea-sick for nearly three months, and one of the crew told the captain he was afraid to look over the rail, lest he should be swallowed by the whale. The captain said, "Antonio, look out! the whale will swallow you." Off Cape Verde Islands they spoke a vessel, and displayed their directions on a blackboard, but received no reply. The ship was clipper-built and a fine vessel, but only a man at the wheel was visible. The captain thought she was a pirate, but if she was, she did not molest them. They stopped at one of the Cape Verde group, and remained a week. Mr. De Costa went ashore in the captain's boat, and saw the black natives and found they could speak some of his own language. He had seen but one negro before except on the ships. The captain was a great man for fishing, spent three days in that occupation, and then, when they had got enough fish, they made for St. Paul's Island, inhabited by the French at that time, and a great fishing place. Some of the men went ashore, and, seeing a patch of cabbage, made for it. The Frenchmen got after them with guns, and drove them back aboard the ship, announcing that they would not allow them ashore any more. They then engaged in fishing, and when they had caught

five or six barrels, a whale was sighted, and they made for it, dropping their fishing. The whale was captured, and turned out 100 barrels of oil. They continued their cruise, and one day the captain ordered the ship before the wind; the men did not know what he was up to, but they were making directly for Australia. They touched at Sidney, their first port for the cruise. Then they made for Hobart Town. Their voyage thereafter took them to New Zealand, Sandwich Islands, up to the Artic regions, and thence they cruised back to New Zealand. Then most of the crew ran away. They proceeded to Van Dieman's Land, then Hobart Town, and more of the crew deserted. Then eighteen convicts were shipped, on tickets of leave, making a full crew again. They had been four days out when they sighted a school of whales. Four men were at the lookout, and the cry of "whale" went up. The captain ordered them below, and Mr. De Costa aloft. When they got on deck, they refused to go on the boats, and mutinied under a leader. The second mate took hold of the wheel, and put straight back to New Zealand, with eighteen of the crew in irons, on an allowance of bread and water. About a week later they reached port, the main council was got on board, and the eighteen were lashed to the rigging and given two dozen lashes apiece. They then signed articles clear from the ship, and were put ashore. The vessel could get no crew however, and finally went to Auckland harbor, where, also, they found it impossible to get a crew for whaling. Finally the captain put up everything for sale except the ship, and took freight and passengers for California, Mr. De Costa being promoted from cabin boy to steward. The trip to California occupied seven months. They stopped at the Fiji Islands, Samoan Islands, at Tahiti (where they remained a couple of weeks and got fruit), and at Honolulu. There Mr. DeCosta bought a barrel of oranges. When he got to San Francisco he had two dozen left, which he sold for twelve dollars. Two days after landing at San Francisco the crew ran away, and all that remained were the captian, Mr. De Costa and the cook. That was in October, 1849. When Mr. De Costa got ashore from the boat, he was waist deep in mud, having had to wade, and the others were having fun at his expense. The vessel discharged her freight, but no crew could be obtained to go out on her; so the captain wrote to the owners. It required six months to get an answer, and when it came, he sold the vessel to a Chinese company for junk. Mr. De Costa had waited, with the captain and the negro cook, for the answer. He was introduced to Louis McLean, who was bullding the boat "Erastus Corning" on Rincon Point, and joined his force. He worked on the vessel until she was launched, and went on her on the trial trip. While moving along the wharf, the little boat Sagamore, alongside, blew up, killing twenty or twenty-five, and scaring everybody on the "Erastus Corning." On this vessel Mr. De Costa commenced running to Stockton in the spring of 1850, under Captain McLean, and he was steward on her over a year. Then Captain McLean built the boat "Sophia," and being very much attached to Mr. De Costa, begged the latter to go with him to the new boat. He went, and they were six months in building her. Mr. De Costa was sent by Captain McLean one day with a note to Joseph Hammond, asking him to join the "Sophia." They lay the other side of Rincon Point, and as Mr. De Costa was on his way, while passing the Oriental Hotel, he saw two men (Steward and another Australian) hanging by the neck on Battery street. It made him feel as if he wanted to go home, and it was the first thing he told Hammond when he found him. When the "Sophia," the fastest little boat on the river, was completed, Mr. De Costa became her steward, and ran on her to Stockton for quite a while. Finally she joined the Steam Navigation Company and Mr. De Costa steamboated for that company until 1861, running meanwhile to Stockton, to Alviso, Napa, Sacramento and almost making a couple trips to Portland, Ore-

gon, on the "Brother Jonathan" and to Mexico one trip on the "Surprise," with De Wolf, who afterward lost the "Brother Jonathan." In 1861 Mr. De Costa was married, in San Francisco, to Miss Maria Lilly, a native of London, born near the Thames, and they went to the Sandwich Islands on their wedding trip. For a year or two he kept a hotel at Honolulu, and did well, but having California on the brain he could not rest in peace till he came back. He finally located in Stockton, but lived several places. He had a ranch, but has sold it, and now has a number of pieces of improved residence property. His own place of residence is a model of beauty, handsomely improved, and surrounded with beautiful trees and flowers.

Mr. De Costa lost his faithful wife by death, November 7, 1888. He has had a remarkably varied experience, all over the world, and has been in California since the pioneer days; yet is a wonderfully preserved man, and time has dealt very gently with him.

FRANCIS COGSWELL, Vice-President of the Bank of Lodi, is a native of Lawrence, Massachusetts, born March 25, 1861. His early education was received at Lawrence. When he was sixteen he entered the Pacific National Bank of Lawrence as book-keeper, and in 1888 left there as teller of the bank, having had ten years of experience in banking. He then came to California and located at Lodi, incorporating the Bank of Lodi. The father of the subject of this sketch, John F. Cogswell, is a native of Gilmanton, New Hampshire. In early life he moved to Andover, Massachusetts, where he remained some five or six years and then went to Lawrence, Massachusetts, and engaged in the railroad business, the Boston & Maine Railroad, the father of John F., and grandfather of our subject, being president of the road. Mr. Cogswell has made his home in Andover ever since. He is now vice president of the Florida Midland Railroad, which takes up about half of his time: the remainder is spent in California. Francis Cogswell, together with a brother, has a ranch of 160 acres in Orange County, Florida, upon which is a fine orange grove of forty acres.

The bank is in a prosperous condition. It is one of the principal features of Lodi and is very convenient for her business men and the farming community in the vicinity. See page 191.

ALBERT LYON WULFF, a dealer in paints, oils and wall-paper in Stockton was born in El Dorado County, California April 16, 1860, a son of H. C. G. and Caroline (Lehrke) Wulff, both Germans by birth. The father came across the plains in 1849, at the age of about twenty-three, from St. Louis, Missouri, where he had been for some time engaged in the furniture business. He first went to mining in Placerville, and continued in that line about six years, when he bought 160 acres and went to farming. In time the 160 acres grew by repeated purchases to 1,400 acres in one body, devoted to stock and grain-raising chiefly, with some attention to orchards and vineyards. There was also some hydraulic mining on the place. The father had been well, even highly educated in his native land, and that fast received recognition in his new home, but he could be induced to fill no office except of school trustee. He died in the spring of 1885, aged fifty-nine years. The mother, born in 1835, is still living on the ranch with six of her ten living children, two others having died in infancy. There were eight sons and four daughters.

The subject of this sketch finished his education with a full course in Placer Academy, and then went to plowing, by the advice of his father. He, however, followed farming only six months, and at the age of twenty-one became a clerk in Sacramento for a wholesale paint and oil house, where he remained four years. He then came to this city and went into the same line on his own account as a member of the firm of Douglas & Wulff, on El Dorado street, in

1886. In 1888 he bought his partner's interest and has since been alone, at 296 Main street. Besides a good growing retail trade, he wholesales some goods to country stores through the San Joaquin valley, north as far as Sonora and south to Visalia. He had been the local representative of Whittier, Fuller & Company, of San Francisco, and sold out to them January 13, 1890.

Mr. A. L. Wulff was married in Sacramento, in July, 1882, to Miss Louise Emrine, born in that city in 1864, a daughter of Mr. and Mrs. (*nee* Krehmer) Emrine, both German by birth. The mother died in Sacramento, aged sixty-one; the father, born about 1821, is living in 1890, in St. Charles, Missouri. Mr. and Mrs. Wulff have two children: Ethel Louise, born July 28, 1884, and Rutherford Lewellyn, born December 12, 1888. Mr. Wulff is a member of Stockton Parlor, No. 7, N. S. G. W., and was its first vice-president in 1889; also of Truth Lodge, No. 55, I. O. O. F., and of Court San Joaquin, A. O. F., besides being one of the associated bicyclists of this city, the O. L. W., or Oak Leaf Wheelman.

SAMUEL W. BOICE, a farmer of Castoria Township, was born in Boyle County, Kentucky, June 2, 1834. When he was twenty years of age he started across the plains to California, in company with P. C. Crow, A. K. Ripperdan and Easton Brothers, bringing with them 600 head of cattle; on arriving in Stanislaus County, California, they had lost all but 450 head. Mr. Boice soon engaged in dairy business in Sonora, Tuolumne County, which he followed five years. In 1859 he disposed of this business and took charge of the Golden Rule mines, near Poverty Hill, where he remained for four years. He then came to San Joaquin County. In 1866, on the 16th of August, he married Miss Emma Pence. They settled in French Camp, where for three years he was engaged in the blacksmithing business. In 1870 he disposed of it and purchased a ranch of 460 acres of fine improved land. A fine residence is on the grounds, partly hidden by a cluster of trees. Surrounding the house is a beautiful lawn, kept neatly mown. It and the fine shrubbery add much to the beauty of the grounds; they are very rare in this part of the country, being seldom seen on any of our farms. Mr. Boice is engaged in raising thoroughbred horses, which business he pursues systematically and practically; he has all the facilities for this and general farming.

Mrs. Emma (Pence) Boice, the wife of our subject, was born in Piqua, Ohio, March 30, 1849. When she was but three years of age her family moved to Iowa, where she remained until fifteen years of age. In 1864 she started for California by water, landing in San Francisco on the 22d of May, that year. She took the steamer for Stockton and joined her father, Dr. P. Pence, at Liberty, where he had been located for several months. Mr. and Mrs. Boice have a family of three children, two of whom are married. Their names are as follows: Hattie P., wife of Mr. O. Z. Bailey; Etta P., wife of Mr. White, and Emma M. Boice. They are industrious and prosperous and are respected by all who know them.

WILLIAM DELOS BUGBEE, city weigher of Stockton, was born in Painted Post, Steuben County, N. Y., August 25, 1819, a son of Elisha and Teresa Elvira (Peeso) Bugbee, both deceased. The father, a native of Massachusetts, learned the trade of shoemaking, was married in Cherry Valley, New York. He was accidentally drowned in 1821, by falling off a raft, leaving three children, all living in 1890: Lucy Ann, now Mrs. Samuel Moe, of Eureka, Humbolt County, California, aged seventy-six; Jane L., now the widow of Thomas L. Noyes, late of Washington, District of Columbia, aged seventy-four; and W. D. Bugbee, the subject of this sketch, aged seventy on his last birthday.

The mother, a native of Connecticut, by second marriage to Edward Stubbs, moved with her family to Hornby and then to Bath, both in Steuben County, New York, and in 1829 to Washington, District of Columbia, where she died at the age of sixty-three.

The subject of this sketch was educated chiefly in Washington from 1829 to 1835, when he went to Philadelphia to learn the trade of machinist, staying, however, only one year. He then made a trip to Havana, Cuba, and thence to Boston, to Worcester, Massachusetts, and then to Providence, Rhode Island, where he enlisted in the Second Dragoons, United States army, joining his regiment at the seat of war in Florida before the close of 1836. In 1838 he returned to Washington, and a few months later went to Cincinnati, where he worked for some months as clerk in the Denison House. In the spring of 1839 he went further west, and taught school at Caledonia, Illinois, during the winter; the following year, 1840, at Fayette, Howard County, Missouri, and the third year, 1841–'42, in Randolph County, Missouri. In 1842 he again returned to Washington, and toward the close of the year went to New Orleans, Louisiana, arriving December 25, 1842. There he served as clerk in the office of the *Jeffersonian Republican* until 1847, then went into the grocery business till July, 1850.

Mr. W. D. Bugbee was married in New Orleans, February 20, 1845, to Miss Mary E. Dickinson, born in Arkansas, March 9, 1827, a daughter of Judge Townsend and Mary (Moore) Dickinson, both natives of the State of New York. The mother died in Arkansas, aged thirty-three years; the father in Texas, in 1851.

In 1850 Mr. Bugbee moved to Batesville, Arkansas, where he was engaged in trading and speculating until 1854, when he came across the plains to California, arriving in San Francisco in September. He saw enough of mining on the way, above Marysville, to satisfy him that it was not a desirable vocation. In San Francisco he embarked in the grocery business, remaining until 1856, when he came to Stockton. Meanwhile Mrs. Bugbee had joined him in San Francisco, with their two children, in 1855, having come by the Nicaragua route. In 1857 he bought a 320-acre ranch of fine farming land on the Sacramento lower road, about ten miles from this city, and engaged in farming until 1868, when his health failed him. He then came to this city and has resided here since. He was appointed city weigher in 1870, and has held the position to this time. He owns several lots and a $5,000 residence in this city. He also owns 640 acres in San Bernardino County. Mr. W. D. Bugbee is a member of Yosemite Lodge, No. 196, American Legion of Honor.

Mr. and Mrs. Bugbee are the parents of four living children, having lost four others. The living are: Philip Jefferson, born in New Orleans June 18, 1850; married in San Bernardino County, now a merchant in Redding, Shasta County, has one child, Irene Florence, born in 1887. Frank Marshall, born in Batesville, Arkansas, in May, 1854, a painter of this city, was married to Miss Clara Fanning; Florence Bugbee, born in this county in October, 1857, is an artist in painting and resides with her parents; William Scott Bugbee, born in this county in December, 1859, is a partner with his brother in Redding, under the style of Bugbee Brothers, the firm being also interested in mines.

B. F. FOSTER, farmer of Elliott Township, was born in Calais, Maine, in 1842, a son of Edwin and Abigail (Scott) Foster; the former, a native of the province of New Brunswick, was born in January, 1807, and died in San Joaquin County, California, Friday, April 20, 1877, at the hour of 9 P. M.; the mother was a native of Fredericktown, New Brunswick, also deceased. Edwin Foster came to California in 1850; his family joined him two years later and they moved to San Joaquin County, where they kept the Benedict Ferry on the Mokelumne river. He was not long in finding his family a

good home, gave up the ferry in 1854, and homesteaded a quarter-section of fine land in in Elliott Township, where they lived the remainder of their lives; their children still reside in the neighborhood of the old ranch.

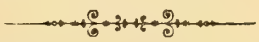
B. F. Foster, the subject of this sketch, came to California in 1853, by water, via Cape Horn, and landed in San Francisco after a voyage of four months. He came with his parents to Mokelumne river, where he remained until 1863, when he enlisted in the army; for three years he was stationed in Mexico as a scout. He served all his time under Kit Carson. He was discharged at Fort Sumner in 1866. He then went to Calais, Maine, to visit his relations. After several months he returned to the old homestead, where he went to farming and has never left the place since. The farm contains 320 acres, situated about one mile from Lockeford and seven miles from Lodi. He is engaged in raising wheat and stock, and carries on an extensive farming business. He owns another ranch of 180 acres in Calaveras County.

He was married October 29, 1885, in Stockton, California, to Miss Flora Starky, who was born in Sonoma County in 1860; both her parents are natives of Pennsylvania; they are still living and reside in Stockton. Mr. and Mrs. Foster have one child, Clara Belle, born September 25, 1886. Mr. Foster is Assessor of the northern part of San Joaquin County, which office he accepted in 1888. He is a member of the I. O. O. F., the K. of P., Vesper, No. 94, and the G. A. R. He has held all the important offices in each.



T. C. SHAW, of Elkhorn Township, was born March 29, 1834, in Steuben County, New York, his parents being Levy and Phila Shaw. The father was a farmer by occupation; he died in 1842 in Steuben County. The subject of this sketch was but a boy of six years of age when his father died; he remained at home until twenty-one years of age. In 1855 he went to Wisconsin and learned the millwright's trade. In 1858 he came to California by way of the Isthmus, arriving in San Francisco September 1, 1858. He went to the Mokelumne river and found employment in a flour mill. In the following spring he went into the mines, but soon became discouraged. He followed his trade in different parts of the State until 1868, when he purchased property near Merced, resided on it four years, then sold out and went to Texas. In a year's time he returned to California, rented a farm and farmed it until 1877, when he purchased 240 acres, eight miles from Stockton, and five from Lodi, where he has resided ever since. His fine residence was erected in 1889; it is one of the finest on the road. The farm is principally devoted to hay, grain and stock.

Mr. Shaw was married in 1865 to Miss Emily Pixley, a native of Michigan. He is a member of the Lodi Grange, No. 92.



JOHN DUCKER, of Stockton, is a native of Germany, born near Bremen, Hanover. April 15, 1821, his parents being John Dietrich and Katharina (Nullman) Ducker, He was reared there, and attended school between the ages of six and fourteen years. He remained in his native country until 1849, when he emigrated to America, sailing from Bremen, April 15, on an English vessel, and landing at New York after a voyage of sixty days. He remained in New York until about June 15, 1852, when in company with four or five friends he took passage on the sail ship Dakotah, Captain Sloan, bound for California, via Cape Horn. The vessel stopped at Rio Janeiro for water, and remained in that port twelve days. Soon after leaving, the vessel lost her masts and was compelled to put back to port, and they had to wait eleven weeks making repairs. They stopped twelve days at Valparaiso, and sailed thence direct for San Francisco, arriving in April, 1853, nearly a year out from New York. About two days after landing, Mr.

Ducker proceeded to Stockton by steamer, arriving in the morning. After breakfast he went out to the ranch of J. Carsten Grupe, nine miles from Stockton, and after spending the night there, proceeded on to Chili Camp, Calaveras County, where he remained a short time. He then went to Poverty Bar, a little lower down on the Mokelumne river, where he mined about two years, with fair success. Having about concluded to go back to New York, he left there, and while journeying stopped at the ranch of Charles Meyer. The latter urged Mr. Ducker to go into partnership. He took the matter under consideration, finally securing 160 acres there, and they became partners. Mr. Ducker sold out to his partner in 1858 (in which year he was married), and after a year's residence in Stockton moved upon a ranch which his wife owned in the uplands of Stanislaus County (then in San Joaquin County). The winter of 1861–'62 was a very severe one on live-stock, and Mr. Ducker sold out and removed into Stockton, where they had a house. In the spring of 1863, being desirous of taking a trip into that region, he transported some passengers to Virginia City and Aurora, Nevada. In 1864 he bought a corner lot on the corner of Weber avenue and American street, and erected a store building, and opened business there in partnership with a man named Landmann. About two years later Mr. Ducker bought out his partner's interest, and thereafter carried on the business alone until 1878, when he sold out to L. Mollenhauer. He still owns the building, however. In 1881 he built the house where he now resides, and moved into it.

Mr. Ducker has been president of the Stockton Warehouse Company since 1879. He is a member of Charity Lodge, No. 6, I. O. O. F., and has passed the chairs of Parker Encampment. He is an Exempt Fireman, having served three or four years as a member of San Joaquin Engine Company in the days of the Volunteer Fire Department. He is a man of the highest standing for business integrity, and commands the respect of all who know him. His wife, formerly Miss Martha Woodman, is a native of Hesse-Darmstadt, Germany.

SAMUEL FERDUN, of Elkhorn Township, was born in Orleans County, New York, May 7, 1839, his parents being Samuel W. and Margaret C. (Rude) Ferdun, the former a native of New York city, and the latter of Canada. The father was a farmer by occupation, although he was a carpenter and did considerable in that line. He spent the greater part of his life in New York State. He died July 17, 1889, in Orleans County, at the age of eighty-five years. The mother died about 1857. In the family there were eleven children, five girls and six boys. The boys were as follows: J. H., in the New York Artillery; Samuel, the subject of this sketch; Charles, George E., who was taken prisoner at Bull Run; William, in the United States Navy, and one deceased.

Samuel, the subject, was raised on a farm. When about sixteen he went to Michigan, where he remained about a year, then returned to New York, stayed a year and then went back to Michigan, rented land and engaged in farming. At the end of two years he sold out and started for California, in 1859. He intended to go to Pike's Peak, but hearing discouraging reports of that place he decided to come to this State. Accordingly he went to New York State, made a visit to his parents, then went to New York city. He sailed on the Uncle Sam to the Isthmus, April 11, 1859, crossed the Isthmus by train, and reached San Francisco May 8. He came to Stockton and obtained work of Langmore, cutting hay. A month afterward he went to work for George Ashley, on a threshing-machine, remaining at that three weeks, and then was employed on a ranch. Finally he rented land and farmed for two years; then went to work once more by the month. He was employed by Morse, with whom he remained three years. The next two years he spent in freighting. In 1866 he traded his teams for land

located in Elkhorn Township, San Joaquin County, commenced farming, and has followed that occupation ever since. He has purchased land from time to time until he has at last accumulated 240 acres of choice farming land in San Joaquin County, and 250 in Sacramento County. His new residence was built in 1882. The land is devoted to general farming. He has a vineyard and orchard for family use.

Mr. Ferdun was married in 1868 to Miss Addie H. Morse, a native of Maine. They have two children, namely: Charles M. and Ernest E., both living at home.

Mr. Ferdun is a member of Lodi Lodge, No. 259, I. O. O. F., of which lodge he is Past Grand. He is Past Chancellor of the K. of P., No. 41, of Lodi, and a Past Master of the Lodi Grange, No. 92. Politically he is a Republican.

WILLIAM F. McKEE, deceased, who was in times past one of the most prominent business men of Stockton, was a native of Pennsylvania, born in Westmoreland County, in December, 1824, his parents being Andrew and Elizabeth McKee, both of whom were Pennsylvanians by birth. He spent his boyhood days in his native State, and in 1851 came to California by the Isthmus route. He became a clerk in the Stockton postoffice, and afterward assistant postmaster. He entered the mercantile trade in partnership with B. W. Owens, and afterward was associated with the latter and Edward Moore, under the name of Owens, Moore & McKee. Shippee, McKee & Co., succeeded that firm, and later McKee & Southworth carried on the business of the house.

He was married, May 3, 1854, to Miss Mary, daughter of Judge A. G. Brown (whose sketch appears elsewhere). The children of this marriage now living are, four sons and one daughter.

Mr. McKee died on the 4th of September, 1875, and in April, 1878, Dr. Grattan purchased the interest of the estate in the firm of McKee & Southworth. Mr. McKee was one of the most thorough-going merchants that have ever been identified with Stockton, and made a great success of his business. He ranked among the most prominent men of the city, and was always identified with movements calculated to advance the genuine welfare of the community. He was a member of the Masonic order.

WALTER BLACKMORE STARBIRD, resident partner and sole manager of the firm of Schmidt & Co., of Stockton, manufacturers and exporters of Sarsaparilla and Iron Water, was born in Portland, Maine, December 31, 1847, the oldest son of Charles H. and Eleanor Stuart (Chase) Starbird, both natives of that State. His father, a business man of Augusta, Maine, died there in 1879, aged about sixty; his mother, born January 1, 1827, is still living, being a resident of California since 1874. Grandfather George B. Starbird lived to be over seventy, and his wife, Eliza (Beckett) Starbird, of English parentage, died in Portland, about 1887, at the age of nearly ninety. Great-grandfather Albert Starbird, an extensive land-owner of that State, also lived to an advanced age, as did his English wife Anna (Blackmore) Starbird.

W. B. Starbird was educated in Augusta, and his academic education had just begun when he went to sea in a vessel belonging to one of his uncles and followed a seafaring life a few years. In 1868 he went to Boston and became a partner in a lumber, grain and flour house, and in 1872, his health having become impaired through overwork, he went to Australia and spent a year in travel. Early in 1874 he came to California, and soon after to Stockton. Here he filled the position of book-keeper for Simpson & Gray nearly nine years, and in 1883 went into the insurance business with C. W. Dohrmann, under the style of Dohrmann & Starbird, continuing about two years. After a

year spent in San Francisco and in travel he returned to this city, where he has since represented the Pacific Mutual Life Insurance Company and five fire insurance companies. He became interested with Fred. W. Schmidt in the manufacture of Sarsaparilla and Iron Water, June 28, 1887, and after the death of Mr. Schmidt in September of that year he became equal partner with his widow, Mrs. Clara H. Schmidt, and sole manager, October 6, 1887, under the style of Schmidt & Co. When he first engaged in the business the output was about 300 quart bottles a day, to meet a local retail trade. In January, 1890, the product is about 12,000 quart-bottles a day, in the dull season; and the goods are shipped up and down the coast, as well as to Honolulu and Australia, and even into the heart of the wine and beer drinking countries of Europe. The number of employés has grown from two men and a boy in 1887 to thirty men or more at the close of 1889. Schmidt & Co. are also interested, since January 1, 1890, with George West & Son, in a new product composed of sherry and iron, under the style of the Sherry-Iron Company.

Mr. Starbird was married in Sacramento, October 24, 1882, to Miss Carrie A. Blatchley, born in Connecticut, a daughter of Mr. and Mrs. Alfred Blatchley, of that State, and a resident of California since 1882. The father died in 1888, at the age of eighty-three.

HENRY B. KNIGHT, a farmer of Castoria Township, was born in Providence, Rhode Island, where he was reared and educated up to the age of eighteen, when he started for California, arriving at Dutch Flat. He went on to Lathrop, San Joaquin County, where he was employed by H. Cowell four years. At the end of that time he rented 1,500 acres of land which he sowed to wheat; harvested that year, 15,000 sacks of wheat. After this successful year he bought the old Barber Place, containing 160 acres, on which he now resides. It is situated about five miles southeast of French Camp and four miles east of Lathrop. In the year 1889 he had 660 acres sowed to wheat and ninety acres sowed to rye.

Mr. Knight was married to Miss Lottie Koch, April 22, 1883. They have two children, viz.: Ralph D. and Francis A.

L. E. ASHLEY, farmer of Castoria Township, was born in Pennsylvania, in 1840. When four years of age he was taken to Wisconsin, and in 1852 he crossed the plains for California. He lost his mother on the plains, and, although but twelve years of age, the grief caused by her death spoiled all the pleasure he might have derived from the trip. He settled on a farm about five miles from Stockton, and came to the ranch on which he now resides in 1882. The ranch contains 1,000 acres, which are chiefly devoted to the raising of stock and grain and owned by Dr. A. Clark.

He was married to Miss Emma Brannack, a native of Michigan, born in 1846. They have two children living and two are dead. The names of the living are, Ida E. and Georgietta. Albert died in 1869, and Alfred in 1880.

GEORGE STEINMETZ, a farmer of Tulare Township, was born in Germany, in 1834, leaving his native country in 1852, and settling in Missouri, where he spent two years; then came across the plains to California, the journey requiring six months. Arrived in San Joaquin County, in October, 1854, and engaged in the stock business. In 1870 he bought 160 acres of land in Tulare Township and began farming. He also owns one section in the foothills, large portions of which is good grazing land.

In 1870 he married Miss Boisen, by which marriage there were five children,—Henry, Edward C., George A., Lewis F. and Anna C.

His wife died in 1878, and in 1884 he married Miss Hahas, and by this marriage there are two children: Jessie C. and August W. Mr. Steinmetz is a member of the order of Odd Fellows.

BERNHARD FRANKENHEIMER, a retired merchant of Stockton, was born in Bruck, near Erlangen, Bavaria, May, 1826, a son of Loeb and Yereth (Sutro) Frankenheimer. The father, a merchant of Erlangen, died at the age of seventy-five, and the mother somewhat younger. Her brother Emanuel was the father of the celebrated mining engineer, Adolph Sutro, of Sutro Tunnel fame, now of Sutro Heights, San Francisco. Samuel, an elder brother of our subject, came to America in 1842, and went into business first at Gainesville, Alabama, with a cousin as partner, under the style of Pfeiffer & Frankenheimer, in general merchandise. In 1848 they moved to New York city, where they carried on the manufacture of clothing until 1887, when they retired from active life.

The subject of this sketch, on his arrival from Europe in 1844, went by sea from New York to Mobile, where his brother Philip was doing business as an importer of fancy goods, by whom he was soon afterward put in charge of a branch store in Macon, Mississippi. There he remained until 1848, and from 1848 to 1850 was similarly employed in Tuscaloosa, Alabama.

Mr. B. Frankenheimer came to California in 1850, by way of Panama, arriving in July, and settled in this city, engaging in the business of clothing and gents' furnishing goods, under the style of Frankenheimer & Co., having a partner for a few months before the close of that year. In 1851 and part of 1852 his cousin, Adolph Sutro, who had come to America in 1850, was his partner, under the style of Sutro & Frankenheimer; but trading was distasteful to Mr. Sutro as a life pursuit, and he soon embarked in his professional career of engineer, realizing fame and fortune, besides satisfying the demands of his higher aspirations. The subject of this sketch had as a partner with him a younger brother, Abraham, from 1855 to 1867, under the firm style of B. & A. Frankenheimer, after which they resumed the style of B. Frankenheimer. The subject of this sketch continued the useful and necessary drudgery of mercantile life until 1886, when he retired from his old business. Since then he has occupied himself a little with the less arduous labor of real-estate dealer, the habits of a life-time forbidding absolute withdrawal from business.

Mr. Frankenheimer was married in this city, in 1864, to Mrs. Sarah (Shulman) Honigsberger, born also in Bavaria, December 20, 1833, a daughter of Simon Shulman and his wife, by birth a Miss Behr. Mrs. Frankenheimer had two children by her first husband: Cecilia Honigsberger, now Mrs. Louis Kahn, of Oakdale, Stanislaus County, who has three children, Joseph, Rheta and Bertha; Fannie Honigsberger, now Mrs. Jacob Haslacher, also of Oakdale, who has two children, Alfred and Beatrice. Mr. and Mrs. Frankenheimer have three children: Louis H., born September 2, 1865, educated in the public schools and business college, was a clerk in his father's store for nearly a year, and in Oakdale, Stanislaus County, three years. Returning to Stockton, he went into general insurance here, January 1, 1889, representing several companies in different lines. He is a member of Stockton Parlor, No. 7, N. S. G. W., and a young man of more than ordinary business promise. The other children—Samuel, born April 19, 1871, and Julius, born November 24, 1873—are attending the high school of Stockton this year (1890).

JOHN LEWTHWAITE, superintendent of the California Paper Mill of Stockton since 1877, was born on the Isle of Man, October 26, 1844, a son of Alexander Lewthwaite and his wife (by birth a Miss Kinraid). The mother died young in 1848, leaving six chil-

dren, all living in the United States. The father, born February 10, 1810, came to America in 1856, settling in Saratoga County, New York, where he is still living. Grand-uncle Anthony Lewthwaite, born in England, was ninety-four at his death in the Isle of Man.

The subject of this sketch came to America in 1857 with an older brother and his two sisters, to rejoin their father in their new home. He there continued his education until the age of fifteen, when he went to learn the paper-making business at Rock City Falls, New York, remaining two years, and then in Pioneer Mill, West Milton, New York, about one year. In 1862 he enlisted in the Seventy-seventh New York Volunteer Infantry, serving about two years and ten months, to the close of the civil war. He was wounded in the Wilderness and at Cedar Creek. Upon his discharge from military service, Mr. Lewthwaite returned to work in the same mills in Rock City Falls, where he first learned his trade, remaining one year. He afterward worked for two years in a paper mill in Greenwich, Washington County, New York, until he set out for California in 1867, coming by way of Panama. On this coast he worked at his trade with S. P. Taylor & Co., in Marin County, until 1872, when he made a visit of two or three months to Saratoga County, New York. Returning, he came to Stockton and went to work in 1873 in Lane's Mills, just then converted into a paper mill. When the new works were erected on Mormon Channel by the California Paper Company in 1877–'78, he was appointed superintendent, and has held that position to the present time.

Mr. Lewthwaite was married in Stockton, in 1874, to Miss Alice C. Moore, born in Catskill, New York, in 1849, a daughter of William U. and Eliza C. (Brandow) Moore, who came to California in 1870, and are both living in this city, aged about seventy-five. Mr. and Mrs. Lewthwaite have three children: William Edward, born December 29, 1875; John Bradbury, August 13, 1877; Alice, October 17, 1880.

Mr. Lewthwaite has been a Mason about twenty four years, joining the order in Greenwich, New York, about 1866, and being now a member of Morning Star Lodge, No. 68, F. & A. M., of this city. He is also a member of Stockton Lodge, No. 23, A. O. U. W.

EDWARD ARTHUR TRETHEWAY, millwright, at the Stockton City Mills, was born in Cornwall, England, April 3, 1844, a son of Richard and Rebecca (Arthur) Tretheway. In September, 1854, the parents with four sons emigrated to the United States and settled in New Harmony, Indiana, where the father worked at his trade of carpenter two years. Returning to England he worked two years in a ship-yard in London, where another son was born. In 1863 the father set out alone for California by way of Liverpool, New York and Panama. His first job on this coast was building quartz mills in Tuolumne County, about twelve miles from Sonora. Six months later, in November, 1863, he was joined by our subject, who had learned his trade and followed him by the same route. In 1865 they were engaged for a time in constructing the necessary woodwork in the coal mines of Contra Costa County, and in April of that year went back to England.

E. A. Tretheway was married in Cornwall, in July, 1865, to Miss Ellen Yelland, a daughter of Richard and Ann Elizabeth (Rowett) Yelland. Leaving home September 1, 1865, Mr. Tretheway reached this coast by the same route as before and resumed work at his trade in Tuolumne County, and the father followed in the spring of 1866. Mr. E. A. Tretheway bought a lot and built a home in this city in 1866, and later, in 1867, was rejoined by his wife in Tuolumne County, and in March, 1868, they came to reside in Stockton. Mr. Tretheway afterward worked for a short time in Mariposa County, and then for eighteen months in the employ of the Southern Pacific Railroad. In 1872 he went to work in the Stockton City Mills, where he is still employed as a mill-

wright. Meanwhile the mother and younger members of the family came to this coast about 1868. The father, born June 11, 1823, died in this county of typhoid and erysipelas, July 4, 1877, and the mother, born January 30, 1826, died July 26, 1881. They have had eleven children: E. A., the subject of this sketch; Elizabeth, deceased in infancy; John, born March 16, 1847; Samuel and Richard, both deceased in infancy; Arthur, born February 13, 1853; Thomas, born June 10, 1854; William E., born April 27, 1857; Samuel, July 28, 1858; Amy, who died in San Francisco, in her thirteenth year; Richard, born June 24, 1862, deceased in Stockton in the twenty-first year of his age. Of the children now living, John is residing in East Oakland, Arthur in Vallejo, Thomas in Alameda, William E. is of the firm of Tretheway, Earle & Dasher of this city, and Samuel, a baggage master in the employ of the Southern Pacific railway, resides in Oakland. Grandfather Thomas Tretheway, also a carpenter by trade, was twice married and lived to be over seventy. His first wife, the grandmother of our subject, died comparatively young. Grandfather Edward Arthur was seventy and his wife (*nee* Betty Best) was over eighty.

The father of Mrs. Tretheway, born July 5, 1808, died in 1869, and her mother lived to the age of sixty-eight. Grandfather Rowett died comparatively young, the result of an accident, but grandmother Elizabeth (Guy) Rowett reached the age of seventy-three. Grand-aunt Polly (Rowett) Holton lived to the age of ninety, and two of her sisters also lived to an advanced age. Polperro is the seat of location of the Rowetts. The Yellands, too, are along-lived race. Great-grandparents Richard and Catherine were respectively eighty-four and eighty years old. Grandfather John was twice married and had twenty children, of whom thirteen were by the grandmother of Mrs. Tretheway, Eleanor Hoblyn (Hodge) Yelland, born in 1782, deceased in 1849, lacking one month of being sixty-seven. Of her children, Henry, born May 13, 1802, is living; William, born March 15, 1806, died in 1888. Another, John, was seventy at his death. The grandfather lived to the age of eighty-three years and nine months, and two of his brothers, Richard and Henry, reached the age of ninety.

Mr. and Mrs. E. A. Tretheway have had six children, of whom two, Alfred and Richard, twins, survived their birth fifteen months and two years and three months respectively. The four living children in order of their birth are Edward Edgar, Ellen, Amy Arthur, and Walter Yelland Tretheway. Edward E., educated in the public schools of Stockton, including one year in the high school, afterward took a business course and learned telegraphy, quitting his studies at the age of eighteen to take the position of book-keeper in the tinware manufacturing, stove and hardware store, which he has now held about five years.

Mr. E. A. Tretheway is a member of Charity Lodge, No. 6, of Parker Encampment, No. 3, and of Canton Ridgeley, No. 15, I. O. O. F. Mr. and Mrs. Tretheway are charter members of the Rebecca Lodge of this city, and Mrs. Tretheway is a member of the Central Methodist Episcopal Church, in which all the members of the family usually attend service. Mr. Tretheway is also a member of Centennial Lodge, No. 38, K. of P., and of Harmony Lodge of the Sons of St. George.

MILO WILLIAMS, deceased, was born in Pennsylvania, September 26, 1801. His parents left Pennsylvania, when he was thirteen years of age, settling on a farm in Ohio, where he remained with them until he was married, in 1835, when he engaged in the mercantile business at Mansfield, Ohio, in company with his brother. He moved from Ohio to Illinois, where he remained a year, thence to Arkansas. He engaged in the furniture business and farming, remaining there fourteen years, until 1853, when he started, with his wife and six children, for California. They made the trip overland with a large train and

arrived in San Joaquin valley after a journey of six months. They camped six and one-half miles from Stockton on the place where Septimus Williams and his brother had located in 1849, making quite a city of tents. Mr. S. Williams was one of the first to settle in this part of the country and has been a very prominent man: is now a resident of San Francisco, known as Captain S. Williams, having been a steamboat captain Milo Williams, the subject of this sketch, made his home here continuously until the time of his death, which occurred November 26, 1870, at the age of sixty-nine years. He was married, in 1835, to Miss Martha J. Reed, a native of Ohio. They had a family of eleven children, seven of whom are now living, four boys and three girls. Mrs. Williams still lives on the home place at the age of seventy-two years.

E. G. Williams, the eldest living son of the subject of this sketch was born in Mansfield, Ohio, and came to California with his parents. He has been engaged in farming from boyhood up and still runs the home place. He was married, in 1863, to Miss Mary A. Landerum, a native of Georgia. They have five children, three boys and two girls. Mr. E. G. Williams also owns 320 acres on which he carries on general farming. He is a member of the I. O. O. F., No. 55, Truth Lodge, of Stockton. Mrs. Williams is a member of the Rebekah Lodge.

WILLIAM SMITH FOWLER, Chief of Police, of Stockton, California, was born near Hillsborough, Orange County, North Carolina, April 29, 1832, a son of William and Elizabeth (Smith) Fowler, both natives of that State. The father died of pleurisy in 1847, aged about forty-two years; the mother in 1863, at the age of fifty-two years. Grandparents on both sides lived to an old age, grandmother Smith being eighty-eight years old and grandmother Fowler still older, reaching nearly a hundred. Grandfather Smith's name was Charles C. Great-grandfathers Reuben Smith and Mark Fowler were soldiers of the Revolution, and both were buried with military honors, Mr. Smith dying about 1838, just within the limits of our subject's earliest recollections. The immediate ancestry on both sides were farmers.

W. S. Fowler, the subject of this sketch, was reared on a farm, and received some little schooling in winter. In his sixteenth year he went to Ross County, Ohio, in the spring of 1848, in the employ of an enterprising speculator, who dealt largely in hogs. These ranged in large droves through the woods of Ross County, and were then driven, when in proper condition for the market, to Cumberland, Maryland, the railroad terminus, and thence by rail to the seaboard markets. Having made two such trips our subject returned to his home in North Carolina, by way of Stanton and Danville, Virginia, and in 1849 engaged as a teamster in hauling iron and cotton. He again went to Ross County, December 31, 1849, doing a little farm work until the spring of 1850, when he moved to Morgan County, Indiana, where he was engaged in farm work until the spring of 1851, taking, however, three months' schooling in Mooresville. In April, 1859, he made a horseback trip by way of Cincinnati to Chillicothe, Ohio, chiefly to visit his friends in Ross County, returning to Indiana and proceeding thence to Springfield, Illinois, where he arrived June 1, 1851. Spending that season in farm work in Chatham, Illinois, he then went to Peoria County, and remained during the winter of 1851–'52 at Chillicothe, Illinois, being sick a part of the time, and engaged in farm work when able. Early in March, 1852, he went by steamboat from Peoria to St. Louis, Missouri, where he witnessed the reception of Kossuth. There, too, he formed the purpose of coming to California, and started to see some relatives residing in Ray County, Missouri, below Independence, which was on the great overland ox-team route to this coast. After a brief illness and a short visit he set out afoot on the great

journey by way of Independence, Kansas City and Parksville, where he worked a short time packing ice. Proceeding thence to Weston via Platte City, he found opportunity to engage in farm work near that city, remaining until January, 1853. He was then hired to superintend farm work for the manual-labor school of St. Mary's Indian Mission on the Kaw river, near the Vermillion, some eighty miles west of Fort Leavenworth. He there remained planting and raising crops from January to July, when he hired as teamster on a merchant-train of twenty-four wagons on its way from St. Louis to Salt Lake City. After a journey of seventy-four days they arrived in that city, October 10, 1853. With nine others similarly inclined Mr. Fowler formed a company, and buying a team and supplies they set out for Los Angeles by the southern route, October 20, 1853. At the crossing of Severe river they fell in with the Government surveying party under Captain Gunnison, and their escort, a company of dragoons under Captain Morrison. The murder of both captains and ten of their men by Indians at Severe lake is a matter of history, and its effect on our party was of course discouraging. Helping to bury the dead, the surveyors pushed on to Fillmore City, where they remained several days, when the surveyors returned to Salt Lake City. Starting forward again with only two horses left and a limited supply of provisions, they soon abandoned wagon and horses and set out in light marching order with the scanty remnant of their provisions—a few large loaves of bread crudely-baked—on their backs. With no meat, no salt, no tobacco, and a weary journey of 300 miles, including the Death valley and Mojave desert before them, the prospect was certainly discouraging. They made about thirty miles a day, and were three days crossing the desert, with no chance to replenish their supplies. In such circumstances a very little help acquires great importance, and they were delighted to pick up some beans, evidently dropped from a torn sack in some wagon that had preceded them. It was very little, perhaps ten beans a day to each of them, but it helped when all else had been exhausted. They succeeded in traveling along almost exhausted until they reached the Cucamunga ranch, where they were treated with the utmost kindness by the Spanish family who occupied the ranch. In three days more they arrived in Los Angeles, December 8, 1853. Mr. Fowler's first job in California was putting up a wire fence for Judge Drydon, then County Judge; next a month's labor in the Sansevain vineyard, at $30 and board. The alleged discovery of gold at Pasadena drew him to that place in February, 1854, and he worked at digging a ditch of one mile and a half long near Sierra Madreville, staying in that section until May. He then hired out to drive a band of cattle to upper California, by way of Santa Barbara, Paso Robles, Monterey and Pacheco Pass, to Stanislaus County. In June he tried mining in Tuolumne County, but soon relinquished it for harvesting at $4 a day, near Farmington, in this county. After harvest he worked awhile at threshing, and before the close of the year went to mining in Calaveras County. He continued that industry at Fourth Crossing and Angel's Camp until June, 1857, when he was carried away by the Rogue river excitement to hunt for gold in Oregon. He prospected from Crescent City to Jacksonville, Josephine County, and the upper Klamath river, when the unfriendly attitude of the Modoc Indians made it undesirable to linger. He next went to Yreka and there mined a little, and then to Weaverville, where he mined that winter, doing fairly well. In March, 1858, he came to Shasta City, and prospected extensively in that county, but without success. Next by stage to Red Bluff, by boat to Sacramento, and again by stage to Mokelumne Hill. In May, 1858, after his return from Oregon and arrival in Mokelumne Hill, he crossed the Sierra Nevada mountains and prospected extensively for gold and silver in Nevada (then in Utah territory), with varied success. After much hardship and privation in the snows of the Sierras and the deserts of Utah, he returned to San Andreas, and resumed mining near that place.

Mr. Fowler came to Stockton in 1868, and has resided here since. He first served as clerk in the Avenue House, over a year, then in a grocery store six months. In 1870 he opened the "Young American" on his own account, and conducted it until 1874, when it was replaced by the Commercial Hotel. He then opened the Arcade, now the Commercial Saloon and Billiard Parlors, in which he has been associated since 1879 with the manager of the Commercial Hotel, under the style of Hahn & Fowler. Was elected a member of the Common Council in 1878; served two years. Was chairman of the fire and water committee.

Mr. Fowler was elected Chief of Police in 1882, and re-elected the following year. Under the new charter, adopted in June, 1889, he was appointed Chief of Police by the board of police and fire commissioners, July 15, 1889, for a term of two years. Mr. Fowler has made two trips to the East; the first in 1884, when he visited his brother, Levi Y., a planter in Texas, and John R., in Holmes County, Mississippi, both older by two and four years, respectively, than himself. Proceeding on his trip he reached his birthplace in North Carolina, thence to Baltimore, Washington, New York, the great lakes, Chicago and Salt Lake City, with an ease and comfort that was in striking contrast with the manner in which he made his way to this coast a generation ago. In 1888 he made a second trip, visiting Texas, Kansas, Askansas and Missouri.

JOSEPH M. FOWLER, of Elkhorn Township, was born July 26, 1825, in Westfield, Massachusetts, his parents being Royal and Harriet (Smith) Fowler; the father a native of Massachusetts, and the mother of Connecticut. Royal Fowler was a farmer by occupation and a contractor and builder as well. He was one of the builders of the Erie canal and one of the contractors on the Boston and Albany railroad; he died in Westfield, Massachusetts, August 27, 1875, at the age of eighty-six years. In tracing the genealogy of the Fowler family we find that they are of Scotch descent. They emigrated first to England, where they were the inventors of the first steam plow used in England; thence to America.

Joseph was raised on a farm and remained at home until he was about eighteen years of age, when he went into a machine shop as an apprentice, remaining three years, at the expiration of which time he took a contract for building power and hand planers. After finishing this contract he joined a company for California. They sailed from New York February 28, 1849, on the schooner John Castner, which was chartered by a party of eighty and took them to Point Isabel, about five miles from the Rio Grande There they took passage on a Government steamer for Fort Brown and Hamargo, landing on Mexican soil; and there they were delayed a week by cholera, which took the lives of two men. Fifteen of the party, including Mr. Fowler, procured riding mules at Mier and left for Monterey. They went by El Paso and Saltillo, camped on the field of Buena Vista, following General Taylor's line as far as it extended, and through Chihuahua and Tucson, the Eighty-Mile Desert, down the Gila river to the Colorado, across the Colorado desert, etc. Here they had trouble with the Indians, who threatened great distruction. At that time they were waiting for a pack-train of provisions, and had been out of food for two days. On several occasions on the journey they were without food from three to five days at a time. Their route from Chihuahua through was without a road or guide. From Los Angeles they took the coast route for San Juan, where they spent the Fourth of July. They arrived at the mines at Jamestown on the 8th.

There they went to mining and remained about two months; then mined in other places, following that occupation for several years, until 1856. In the meantime Mr. Fowler's brother had taken up land and he helped him harvest during the harvest season. He was very suc-

cessful in mining; at one place he took out $12,000 in three or four days from a place 2 x 6 and two feet deep. Soon after he left the mine in charge of one of his partners. Returning after an absence of four weeks he found the place in such a condition that he was disgusted, mounted his mule and returned to this valley. He took the steamer for the States, in 1856, via the Isthmus. In the fall of the same year he returned and went to work on the ranch with his brother. In August, 1857, he went once more to the East and was married. In the spring of 1858 he returned via the Isthmus, bringing his wife. He and his brother took up their land in 1854 and since 1858 Joseph has been a constant resident of the same. About 1863 he purchased his brother's interest; his brother is now a resident of San Diego County. Mr. Fowler now owns one section of land located about twelve miles from Stockton on the Davis road. He does general farming business and is a director of the grangers' stores of Lodi; he is also director of the Lodi Bank. He is the owner of 1,440 acres of land situated about five miles east of Merced.

Mr. Fowler was married, in 1857, to Miss Eliza Brumley, a native of Massachusetts. They have seven children, namely: Royal, Warren, Ellen, wife of Thomas Jordan; Mary, Myrtle, Addie and Ernest. Mr. Fowler is a member of the Lodi Grange and Pioneer Society.

BENJAMIN WATROUS, land owner, residing in Stockton since 1870, and in the State since 1850, was born June 11, 1831, in Springfield, Massachusetts, a son of Jeremiah and Sarah (Lanphear) Watrous. The mother, born April 28, 1799, died November 2, 1833. The father, by occupation a farmer, was the son of Nathaniel Watrous, also a farmer and shoemaker, who with some others of the family was among the first settlers of East Long Meadow, Massachusetts. The parents of Sarah (Lanphear) Watrous were Uriel and Jerusha (Pease) Lanphear; the father born May 26, 1771, died June 21, 1868; the mother born in 1776, died July 27, 1812. The children of Jeremiah and Sarah Watrous now living are: Sarah Maria, born in September 1823, by marriage Mrs. Abel H. Calkins, of East Long Meadow, Massachusetts; Leonard, born in 1828, now of Springfield, Massachusetts; and the subject of this sketch.

Mr. Watrous received a common-school education and helped on his father's farm until he set out for California in 1850. He left New York, April 30, by the steamer Georgia to Havana, thence by the steamer Falcon to Chagres, then by boat to Gorgona, and from that point overland to Panama, whence he came by a sailing vessel to San Francisco, arriving on the 6th of August, 1850. He went to mining in Tuolumne County and continued in that line of work seven years. Among other ventures he embarked with fifteen others in quartz mining at Carson Hill, Calaveras county, and lost money in the enterprise. He then engaged in raising hay, below Chinese Camp, about seventeen miles from Sonora, and sold some of his product at good prices. He once saw some hay sold there at $150 a ton. About 1860 he engaged in hog-raising, which he continued for several years, together with other stock, in the later years. Meanwhile he went East by the Nicaragua route in 1863, and was married in Three Rivers, Massachusetts, September 2 of that year, to Miss Ellen M. Goff, born in Ware, Massachusetts, September 7, 1846, a daughter of Benjamin Franklin and Amelia (Calkins) Goff. The father died in 1859, aged forty-three; the mother, born in March, 1820, came to Stockton in July, 1872, and is still living. Grandfather Calkins died of heart disease at the age of fifty-nine, but grandmother Esther (Mixter) Calkins lived to the age of ninty-one.

Mr. and Mrs. Watrous set out for California a few weeks after their marriage, leaving New York in October, and arriving by way of Panama and San Francisco in Chinese Camp, Tuolumne County, November 13, 1863. Here Mr. Watrous resumed his stock-raising pursuits, and

in November, 1870, took up his residence in this city, still continuing to trade in hogs and sheep for a few years. He has also bought and sold lands in this county as well as in Stanislaus, Merced, Fresno, Tulare and Kern counties, being still the owner of 640 acres, mostly in Merced County, which are farmed by renters, and 6,000 acres in Kern County, not under cultivation. He is a member of the San Joaquin Valley Society of California Pioneers.

Mr. and Mrs. Benjamin Watrous have four living children: Frederick, born March 29, 1867, educated in the public school and in the business college of Stockton, has been conducting a feed and sale stable in this city on his own account for some years; Emma, born October 26, 1869, was married January 28, 1890, to Benjamin M. Woodhull of the firm of Dickson & Woodhull, marble dealers of this city; Alice M., born June 11, 1872, now attending high school at Stockton, a member of the class of 1890, will probably enter a University after graduation, as her desire for a higher education is very pronounced; Benjamin Franklin, born May 18, 1875, is also attending school.

WILLIAM B. WEST.—Prominent among the California pioneers who have located in San Joaquin County and lent their energies to the advancement of the material interests of the community, is the gentleman with whose name this sketch commences. He is a native of Taunton, Massachusetts, born in June, 1824, and the genealogy of the family as given to some extent in connection with the mention of others of its members in this work. He was reared and educated in his native city, but his health being poor he went to sea, and followed a nautical life several years. He had, however, taken an active interest in nursery stock from his early youth, and was pretty well posted in regard thereto while yet residing in Massachusetts. The discovery of gold in California and the consequent excitement made a deep impression on him, and in February, 1849, he sailed from Providence for the new land of golden wealth, on the barque Floyd. Among the passengers on that vessel whose names will be familiar to readers of this work may be mentioned Otis Perrin, a well-known citizen of Stockton at this writing, and James L. Cogswell, a dentist of San Francisco. After an interesting voyage, they landed at San Francisco, September 16, 1849. Mr. West started at once for the gold regions, and did his first mining at Hawkins' Bar, on the Tuolumne river. His mining experience was confined to the diggings of the Southern mines. In 1850 and 1851, he and his brother George were in partnership in a store at Campo Seco, but in the fall of 1852 he went on to the ranch where he now resides, north of Stockton. In 1853, he embarked in the nursery business in connection with his brother George, and they were the pioneers in that line in the San Joaquin valley. In that year buying from Hovey & Co., Boston, they imported principally seed for stock, and the next year brought out from the East different varieties of trees, principally pears, apples, grapes, etc. This nursery, located about two and one-half miles from the court-house, just off the Calaveras road, on West's lane, was started at a time when such an enterprise was indeed, apparently, a hazardous venture, no one else having given thought to the subject in this portion of California; and indeed in the entire State it was almost a novelty, as mining and the lines of business necessary to supply the camp were alone considered in those days as worthy of attention. But to the fact that it was established, and proof shown that the fruit and vine interests would some day prove of vast significance to this State, is due whatever advancement has been made in this community in the lines of horticulture and viticulture. When the nursery was started it was difficult to get people in this region to plant fruit trees or vines, as the copper and gold excitement monopolized attention. In 1866, Wm. B. West succeeded his brother's interests in the business, and about the same

time, trade in the nursery line took a great impetus, and became profitable. The demand on his stock, which was for almost everything except oranges, extended as far as Riverside and San Diego. A trade was also built up in Texas for grape vines and cuttings. Mr. West pushed his business with great energy, and to enlarge his field of operation built up a market by inducing people in new territory to embark in fruit and vine culture. The raisin industry, which had made Fresno famous, received its first push forward at the hands of Mr. West, who went to that locality and labored to induce men there to take hold of an industry which he knew would bring them wealth and best suit the conditions of soil and climate existing in that region. His earnest work in behalf of the interest to which he has principally devoted his life, has received general recognition throughout the State, and his energetic services in the past, as an active member of the State Board of Horticulture, are well appreciated.

Mr. West was married in San Francisco to Henrietta Aiken, a native of Kentucky. He is a member of the San Francisco Society of California Pioneers.

MICHAEL JOHN GARVIN, a cigar and tobacco dealer of Stockton, was born in Mayo, Ireland, May 15, 1834, a son of James and Mary (Kane) Garvin. The father, born in the same county in 1777, became a farmer and linen manufacturer, and emigrated to this country in 1871. He made his home with his son James in Pennsylvania until 1878, when he came to this city, and resided with the subject of this sketch until his death, May 1, 1884, at the remarkable age of 107 years, being equally distinguished for integrity of life and length of days. The mother, born in 1800, is still living in this city. Of the eight children of this venerable pair, two died in infancy, and six sons are living, the eldest, Patrick, being seventy years of age.

M. J. Garvin was educated in the local schools of his district to the age of fourteen, when he went to Liverpool, England, on a visit to an aunt then residing in that city. Finding a situation, he was indentured or bound in a wholesale drug store. Remaining there until 1851, he concluded to come to America, being encouraged by the comparative facility of the undertaking, from the great port of Liverpool. Arriving in New York in September, 1851, he worked there to the close of 1852. He then set out for California, by the George Law, to Aspinwall, across the Isthmus afoot through Bolivar Pass, a toilsome journey of two days, then by the John L. Stephens to San Francisco, where he arrived February 17, 1853. He first found work as a dairyman, and in 1854 bought out his employer, J. C. Beideman, with his title to a part of the "Western or Beideman's Addition" to San Francisco, of about four acres. A year or two later he also bought 140 acres in Santa Clara County, the present location of Menlo Park. His first purchase for a dairy comprised about sixteen cows, some milk wagons and horses: afterward he had forty-three cows, $200 each in those days, and the necessary outfit for his enlarged business before 1858. The Fraser river gold fever seized him that year, and he went forward to the new El Dorado only to find that his hopes of picking up gold were vain. There was some little found at the forks of Thompson river, but the great body of prospectors found nothing. He stayed only a few weeks, but had lost three months, besides sacrificing his business. He soon moved to Sacramento, where he started the St. George Laundry early in 1859, which he sold in 1860. He then bought the Orleans Restaurant on Second street, opposite the Orleans Hotel, and was drowned out in the great flood of 1861–'62. His family was rescued with difficulty by boats from the roof of their house, which was surrounded by water, losing everything but their lives and such clothing as they had on their persons. Invited by his friend Dr. Tilden, superintendent of the State Insane Asylum in

this city, he came to Stockton and filled a position in that institution for over four years. He has become the owner of some lots at Oak and Stanislaus streets, within convenient distance from his work, and erected a house. In 1865 he again went to San Francisco and engaged in the butchering business for about a year. Returning in 1866, his next enterprise was his aid in starting the Stockton *Gazette*, a daily paper, his department being the distribution and arrangement of routes of delivery. The paper had good backing, being the accredited organ of the Democratic party, and Mr. Garvin had secured a large city patronage at 37½ cents a week, before the issue of the first number. The *Gazette* lived but a couple of years, and on its demise Mr. Garvin started a small book and stationery store. He has also had charge of the distribution of several newspapers of San Francisco, and did a fairly profitable business. In 1874 Mr. Nunan, now of the Stockton *Mail*, became a partner with him, under the style of Garvin & Nunan, which continued until 1879. They had meanwhile invested $3,000 in a branch store in Merced, which with some other untoward circumstances, including the Shylock rigidity of certain creditors, drove the firm into insolvency. Mr. Garvin realized all he could on his newspaper route, and in every possible way increased the assets, which, however, were needlessly sacrificed by the intractableness of creditors. Through the disinterested service of the Hon. James A. Louttit, of this city, Mr. Garvin secured a full settlement with all his creditors in 1879. He then embarked in his present business, starting it in what was literally a hole in the wall; but by long hours at work and courteous attention to customers, he has built up a lucrative trade. His present desirable quarters are at the northwest corner of Main and Sutter streets.

Mr. Garvin was married in San Francisco in 1856, to Miss Mary Farley, born in 1839 in Cavan, Ireland, where her parents died, and whence she emigrated with other members of her family to America at about the age of thirteen. She has resided in California since 1855. Mr. and Mrs. M. J. Garvin have eight living children, four others having died in infancy. The living are: Mary, now a Sister of Charity of St. Agnes Academy, in this city; Thomas Emmet, born April 17, 1862, educated in this city, is now engaged with his father in business; Peter Edward, born November 17, 1864, an iron-moulder by trade, works in that line; John Phillips, born March 26, 1867, is an upholsterer; Michael Joseph, born April 23, 1870, is a plumber; Annie Theresa, born June 22, 1872, is a member of the graduating class of 1890 in St. Agnes Academy; Charles Vincent, born May 5, 1877; Henry Raymond, born July 19, 1879.

Mr. Garvin and his three older sons are members of the Father Mathew Total Abstinence Society of Stockton.

MICHAEL MARNELL, proprietor of the St. Lawrence Stables, Channel street, Stockton, was born in Tipperary, Ireland, in 1846, a son of Michael and Margaret (Kenney) Marnell, both living, the father being about sixty-five, and the mother sixty-three. The grandparents, Walter and Bessie (Dunne) Marnell, were both long-lived, dying one week apart, and nearly at the same age, seventy years.

The subject of this sketch received some schooling, and was brought up to the care of horses. Emigrating to America at the age of eighteen, he arrived in Philadelphia May 13, 1864, and there worked as private coachman to Mr. John Hulme about five years. In 1869 he came to California, reaching Sacramento by rail, and San Francisco by boat. After a brief stay of one month in that city, and two in San Rafael, and again a short time in San Francisco, he came to Stockton, before the close of 1869. He worked seven months in the Weber stables on Center street, and afterward engaged in farm work in Stanislaus County, for wages, two years

at dairying and eight on threshing-machines and in general farming. Meanwhile he bought a home in this city in 1875, and a few years later took up permanent residence here. About 1878 he bought a small express business with an outfit of one horse and wagon, and worked in that line some four years. He then bought two hacks and carried on the business of a hackman five years. With a partner, under the style of Gough & Marnell, he conducted the St. Lawrence Stables from May 1, 1887, to May 1, 1889, and since then as sole proprietor.

Mr. Marnell served some time in the volunteer fire department of Stockton, and was a member of the Emmett Guards, also of this city, six or seven years. He was married in Philadelphia in 1868, to Miss Margaret Wilson, born in Ireland, a daughter of Mr. and Mrs. Ezekiel Wilson. The mother died young; the father, a physician, came to America, settling in Louisville, Kentucky, and died at the age of sixty-five.

G. A. BACHMANN, of the firm of Bachmann & Brandt, proprietors of the chicory factory, near Stockton, is an old resident of San Joaquin County, and a native of Magdeburg, Prussia, his parents being Henry and Teresa (Kunz) Bachmann. His father was a government officer in the military department. He received his education in his native town, and after completing same served an apprenticeship at the upholstering trade, then traveled throughout Germany, Russia, Austria, Hungary, France, and indeed all over the continent. He then entered the military service of his country, joining the Twelfth Hussah Regiment, and took part in the wars of Baden and Holstein.

Leaving the army in 1853 he emigrated to America, going to St. Anthony's Falls, Minnesota, where he established a furniture factory. In 1859 he gave up business and started for California, landing on the 24th of October, 1859; remained in San Francisco until the spring of 1860, when he started to the mines of Washington Territory; not being successful as a miner, he returned to San Francisco, where he obtained employment in a carpet store. In 1871 he came to San Joaquin County and purchased a ranch of several hundred acres and commenced farming. Having some knowledge of the chiccory business, and thinking the same would prove profitable, he turned his attention to the cultivation and manufacture of the article. With his partner, he now has the largest chiccory factory in the United States, with a trade extending throughout the Pacific coast and Central States of the Union. In 1889 they worked up 6,000 tons of roots, producing one-fourth that weight of the finished product ready for market. Mr. Bachmann was in Europe in 1884, visiting relatives and friends; while there he looked over the field of manufacture in his business, and, selecting the most improved machinery, purchased the same for his factory.

Mr. Bachmann is a prominent and active member of the Masonic order, belonging to Stockton Chapter, No. 28, R. A. M.; also Stockton Commandery, No. 8, Knights Templar, and has taken the Thirty-second degree, Scottish Rite; he attended the Triennial Conclave at San Francisco in 1883, and again at St. Louis in 1886. In politics he is a Republican. Mr. Bachmann is one of the substantial men of San Joaquin County, and also among the most active.

GEORGE WEST, proprietor of the famous El Pinal vineyard, two miles northeast of Stockton, is one of the few men who originally introduced and have sincedeveloped California's greatest interest,—grape-growing and wine manufacture. Rarely is there found a place, where, with astonishing fertility, the finest qualities are produced by viticulture. The rule of experience—that quality and quantity are inversely proportioned—fails of application at the El Pinal vineyard. Why this is

so, is difficult to explain, but there must be some happy combination of climate and soil conditions to account for the marvel. The shrewd guess is that the deep stratum of heavy, marly sub-soil, overlaid by rich, black loam, with surface water enough to maintain a moist condition of the sub-soil without saturation—the vegetation being influenced by the warm summers of the San Joaquin valley, tempered at that point by the inward flow of moist air which follows tide water to Stockton,—are the controlling causes. Perfect maturity of large crops is attained apparently under these conditions, and the composition of the soil insures the qualities sought by connoisseurs.

Mr. West was born in Taunton, Massachusetts, January 12, 1830, and came to California in the spring of 1850. He first devoted his attention to mining, as did all others in those days, but in 1852 purchased the property which has since been his home.

Mr. George West was a pioneer in viticulture, and now ranks among the most successful as well as the most esteemed in the State. He and his brother—the latter being the well-known nurseryman, W. B. West, whose word is authority throughout the State in horticultural matters—had a passion in the beginning for beautifying the State with rare trees and plants, and were among the earliest to import foreign varieties of fine grape-vines, bringing by steamer from Boston in the year 1852, forty varieties, among them the seedless Sultana. From this importation are derived all the seedless Sultana now in the State. They added yearly to their stock, and at length began exporting their products to Europe. About 1868 William B. West made a collection of sherry grapes from Spain.

Their first manufacture of wine was on the home place, under a tree, about 1858. Previously they sold their grapes in Stockton and San Francisco. They have continued to increase their facilities until the present, and could now work up 3,000 tons of grapes each year could they get them in this county. In 1868 they planted a vineyard of sixty-two acres about ten miles northeast of Stockton, on the Calaveras, in company with J. H. Dodge, but some years afterward sold out. In 1880 Mr. George West and Thomas R. Minturn established in Fresno County a vineyard of 700 acres, on a tract of 2,100 acres. All that is in vine and raisin grapes. Afterward Mr. West, in company with a number of Stockton men, purchased the Escondido ranch in San Diego County, where they planted 150 acres in raisin grapes, and which place they sold in 1886. The present firm is George West & Son (Frank A). They have wholesale houses in Stockton, San Fancisco and New York city; in the latter it is the Sonoma Wine and Brandy Company, at Nos. 1 and 3 Front street. They have a switch running out to their winery from the Southern Pacific Railroad.

The properties of George and William B. West adjoin each other, and on each can be seen groves of the most varied and beautiful specimens of pines and other evergreens that can be seen in the State. When the vineyard of Mr. George West became so celebrated that it needed a distinguishing name, he baptized his home El Pinal, which is Spanish and means the pine grove. For many years the table grapes from this place have enjoyed the reputation among the commission fruit merchants of San Francisco, not only for size and beauty of clusters, but also for fine quality. Rapidly, however, the importance of the wine and brandy grapes in his collection became felt, and from his stock many vineyards have been built up, all hoping in some degree to produce the excellencies of the El Pinal cellar.

The El Pinal brandy is now really celebrated, and is known not only to the trade, which was quick to discover its merits, but also by critical consumers from San Francisco to New York. Repeated decisions of juries and committees at fairs and State viticultural conventions have proved that this reputation is not due to any exceptional vintages or to picked samples, but that it is based on general and continued excellence and constant improvement. His last dis-



C. S. Sargent M.D

tillations take rank with the high grades of well-renowned Cognac, and are eagerly sought by NewYork merchants doing first class business.

Side by side in quality with the brandies, Mr. West's port wines, made from the varieties which are most appreciated in the Alto Douro of Portugal, have made themselves known. Samples of them four years old have favorably stood comparison with the highest-priced imported stock. In sherries, also, the same promising feature are being developed as experience leads the intelligent wine-maker.

Unexpectedly now the public is surprised with the quality of his clarets, in which he has shown vast improvement by adopting the varieties of vines of the Medoc district, near Bordeaux, France. It has been supposed that a locality suitable for the highest quality of port would fail in producing high-grade clarets. In this respect, however, there is an exception to be made in favor of several districts in California, the most notable being that of Stockton, and its neighbor, the Livermore valley. Mr. West's appliances have been developed from small beginnings, till he now has one of the best appointed cellars for fermentation and storage; a separate distillery where every care is taken to insure perfection of methods (but which, in many instances, means orderly simplicity), and a separate sherry house.

He has long been considered a man to counsel with, being frank and generous in giving advice and the results of experience to beginners, and was called by the Governor of the State to represent, in the State Viticulturist Commission, the great San Joaquin district.

A short article on viticulture from the pen of Mr. West is given on the last pages of this volume.

DR. C. S. SARGENT.—In the history of the medical profession in San Joaquin County, many have figured who have honored the fraternity they represented; but certainly none have advanced to the front rank of their high profession at an earlier age than the gentleman whose name heads this sketch. He was born in Stockton, October 21, 1860, his parents being H. S. and Mary E. (Scammon) Sargent, early and prominent residents of this city. He was reared in Stockton, and here received his literary education. This concluded, he began preparation for a career in the medical profession, commencing with office reading under Drs. L. E. & S. N. Cross, in 1879. Devoting himself assiduously to his books, he was soon ready to commence college study and began attendance at Hahnemann College, Philadelphia. There he applied himself diligently and intelligently to the work before him, taking advantage of the great opportunities there afforded to those who really desire to acquire a solid knowledge of the profession, so that, when he was graduated, in the class of 1881, it was with the prospect of a bright career before him. It is to his credit that, though a young man, he has much more than fulfilled this promise.

Returning to California, he located at Lockeford, San Joaquin County, and there began the actual practice of medicine. Three years later, desiring to avail himself of the progress made in his profession since his graduation, he went to New York, where he regularly attended the Polyclinic for one year. Returning again to this county, he located in Stockton, and became associated in practice with the Drs. Cross. This partnership continued until 1886, since which time he has been alone. His advancement has been rapid, and to-day he is acknowledged among the foremost of the physicians who have ever practiced in this county. His abilities have been recognized abroad as well as at home, and in 1889 he was offered the appointment to a prominent chair in the Hahnemann Hospital College of San Francisco, in the following letter:

"SAN FRANCISCO, November 12, 1889.

"DEAR DR. SARGENT:

"Would you entertain a proposition looking to the Chair of Obstetrics and a Directorship in the Hahnemann Hospital College of this city?

By giving your immediate reply, you will confer a favor upon Yours most truly,

"G. E. DAVIS."

As an acceptance of the duties of the proposition would entail the giving up of a considerable portion of his extensive practice, thus involving a long personal sacrifice at such an early period of his career, he felt compelled to decline the position and forego the honor attaching to it.

The Doctor is the only physician in San Joaquin County who performs those delicate operations grouped under the professional classification of abdominal surgery, such cases, previous to his undertaking them, having gone to San Francisco. In this field of surgical skill, however, he has met with nothing but complete and flattering success. His professional abilities, it may be stated, are not only appreciated by citizens of the county who take pleasure in the success of a young man born and reared among them, but his skill receives due credit and recognition at the hands of his professional brethren.

Dr. Sargent is a member of the California State Homeopathic Medical Society. He belongs to Morning Star Lodge, F. & A. M., of Stockton; to the Lockeford Lodge, I. O. O. F., and is a member and examining surgeon of Nemo Lodge, K. of P., and of Stockton Parlor, N. S. G. W.

He was married in this city, in 1879, to Miss Iddie B. Smith, a native of Kentucky.

GALEN CANFIELD HYATT, of the firm of Farrington, Hyatt & Co., recently proprietors of the Stockton Iron Works, was born in Sherbrooke, Lower Canada, September 7, 1833, the third of five children (one daughter and four sons) of Charles and Louisa (Wilcox) Hyatt. His father was a native of Sherbrooke and his grandfather a native of the State of New York.

In 1835 his parents removed to Hamilton, Upper Canada, and in 1837 to the northern part of Cook County, Illinois, where his mother died in 1839, soon after which the family removed to Chicago, and in 1842 left there for Buffalo, New York, from which place he went to Franklinville, Cattaraugus County, New York, to reside with an uncle, and remained until the spring of 1844, when he returned to Buffalo, where he learned his trade of pattern-making, at the Shepard Iron Works. Had been foreman of the shop about five years when he left to come to this State by the way of the Isthmus of Panama, leaving New York on February 5, 1858, and arriving in San Francisco on the 26th of the same month, and going immediately to the mines of Placer County, near Dutch Flat. Followed mining with varying success in Placer, Plumas, Butte and Yuba counties, until June, 1862, when he went to San Francisco, intending to go to the Salmon river mines in eastern Oregon, but was induced to come to Stockton, to help make the patterns for the engines of the steamer Esmeralda, then building at the Globe Foundry of Keep & Briggs. He remained there until the spring of 1868, when he, with H. L. and H. S. Farrington, formed the partnership of Farrington, Hyatt & Co., and built the Stockton Iron Works on California street. There they conducted a general foundry and machine business until April 1, 1889, when they leased the plant to Messrs. Tretheway, Earle and Dasher. Mr. Hyatt was elected mayor on the Republican ticket in 1879 and re-elected in 1880. He joined Protection Hook & Ladder Company, No. 1, of the old volunteer fire department, in 1862, and remained a member until it was disbanded upon the organization of the present paid department. He joined Charity Lodge, No. 6, I. O. O. F., as a "non-affiliate," in 1862, and is still an active member, being one of the trustees of that lodge, and has been President of the Odd Fellows' Hall Association for the last thirteen years. He is also a member of the Knights of Pythias, being a charter member of Centennial Lodge. He was one of the first company organized here for the purpose of bor-

ing for natural gas, and upon the incorporation of the Stockton Natural Gas Company he was elected President, which position he still holds. He is Vice-President of the Stockton Insurance and Real Estate Association, a director and chairman of the executive committee of the Alta Fire Insurance Company of California, and a director of the Farmers & Merchants' Bank. In 1882 he married Miss J. C. Lando, a native of Essex County, New York.

GRAVEM BROTHERS, proprietors of the Stockton Home Bakery, corner of Aurora and Lindsay streets, have built up one of the leading bakery trades of this city in a very short space of time. The Stockton Home Bakery was started by Charles Pexler in 1883, who did not succeed and sold out. The bakery was afterward carried on by different parties of which none seemed to have any success, and O. L. and M. L. Gravem have carried on the business since May 12, 1887, under the firm name of Gravem Brothers. When they took charge of the establishment, one barrel of flour per day was found amply sufficient to supply the custom, but so vast has been the increase in their trade that now they average three barrels every day. They find their principal demand coming from private families, though they also supply restaurants, hotels and stores to some extent. When they commenced their combined capital was only $900, and they only leased the premises. A year later they bought the lot, improvements and fixtures for $3,036. They have put in about sixteen hours per day apiece, and as the result of their industry have cleared about $7,000 in two years. Neither one understood the baker's trade when they took the concern, but O. L. Gravem, by constant application, mastered it in five months, so that now their home-made bread and other articles of manufacture have a popularity second to none. As these two young men, coming here entire strangers, have made such commendable progress in such a brief space of time, a short sketch of their early career will be of general interest in this connection.

O. L. Gravem was born November 12, 1863, and M. L. Gravem, June 29, 1865. They are natives of central Norway, their parents being L. G. and A. O. Gravem. The father had $80 when he was married; has raised nine children and has yet a nice farm and a little money. Both were reared at their native place, and attended school there, and when O. L. was sixteen years of age he went to Vardo, northern Norway, a distance of about 900 miles from home. This being his first experience in life, and he, being young and a stranger and having no friends to consult, he had some difficulty in obtaining work. One day, after having looked around for a month for work, a policeman overtook him on the street, and, tapping him on the shoulder, said, "Young man, who are you? I have seen you several times on the street: do you want a job?" Mr. Gravem replied, "Yes, sir." "Well," said the policeman, "Mr. Brodtkorb wants a bar-tender; good pay; but he wants a man who does not drink or become intoxicated." At that moment Mr. Gravem thought of what his father had said to him with tears in his eyes when he left home, namely, "Whatever you do, my son, do not drink to excess." Mr. Gravem said, "I do not know how to mix drinks, but think I could soon learn, and I will let you or Mr. Brodtkorb know to-morrow." As his money was almost gone, and as he could see nothing else to do, Mr. Gravem accepted the position as barkeeper. He was always fearing that he might become a drunkard, as he was only sixteen years of age and his self-confidence was not very strong. He attended the bar nine months; and the first six months he can swear that he did not drink a drop of intoxicating liquors. Nine months later he began to clerk in a dry-goods and grocery store, where he worked twelve months, and then went to Christiansand, where his brother, G. Gravem, lived, and attended college for two years, his studies being English, German, French, history, mathe-

matics, geography and religion; but he had at length to quit on account of over-study.

Two or three months after leaving college he said to his brother, M. L. Gravem, one day," "Let us go to America." The proposition was favorably received, and three weeks later they were on their way to the New World. Taking steamer at Christiansand for Hull, England, they went by rail to Liverpool, and after waiting five days there they took a steamer for Philadelphia. It was a poor vessel, and loaded with 1,400 or 1,500 passengers, and it required fourteen days to reach Philadelphia. One night, during a terrible storm, the main-mast was broken by a wave, and one of the deck hands was washed overboard. A great many on board gave up all hope of ever seeing land; but they all arrived in Philadelphia, and Mr. Gravem and his party were soon on their way by rail to Dallas, Texas. Arrived there, they went to work on the Atlantic & Pacific Railroad, and soon began boarding with a Swedish family, the head of the house being the section foreman. The weather was intolerably hot, especially for railroad work. They could scarcely speak English, and it was therefore with difficulty that they could get along. Soon, however, they picked up the names of tools, and that knowledge helped them to obtain work. They were soon out of a job two weeks later, and they started out on a "tramp" to hunt another. Becoming hungry at noon, they stopped at a farm-house and asked the landlady if they could have something to eat, showing money to pay for it; but she snappishly replied, "I am not going to get any dinner to-day." Mr. Gravem, notwithstanding he did not wish any one harm, especially a woman, thought to himself, "If there is such a place as hell, I think that such a one deserves a small portion of it." Mr. Gravem and his friend walked away without saying a word, and about four o'clock in the afternoon they reached Wills Point, where they stopped two or three days.

A party came in from the country and desired them to go to work hoeing cotton. They accepted the offer and worked about two weeks, but found the place a repulsive one. The head of the family was drunk all of the time, they had nothing to eat, the beds were full of vermin, there were flies enough to start a manufactory, and mosquitoes and other flying insects were in clouds, etc. The men left there, intending to go to a Norwegian settlement called Norway, about twenty-five miles southeast of Wills Point. Finding their baggage too heavy to carry, they concluded to take it to Wills Point, leave it there and send for it afterward; but on arriving at that place they concluded to remain there until they could get the money that was coming to them, including their pay from the railroad, which they would get when the pay-car came along. They obtained their pay from the railroad in three weeks, which time they improved by splitting wood for a fellow-countryman. The paymaster asked O. L. Gravem whether he desired to work on the road, and he replied that he did, notwithstanding the terrible heat then prevailing. About two days later he sent for his brother, M. L., and they together worked on the road there for three or four months. His brother was small, young and boyish-looking, and the section-boss did not think that he was able to do a man's work; nevertheless he gave him a trial and he was found to be satisfactory.

The brothers then came to California, coming direct to Stockton, with about $6.50 apiece. A few days afterward M. L. was employed by Charles Mosier, and O. L. entered the employ of Frank Davis at his ranch on the Cherokee road six miles from Stockton. Shortly afterward he worked five or six months at the Pacific Rolling Mills in San Francisco; and then on various ranches until he entered the bakery business. Meanwhile M. L. Gravem was also in various situations, and he came to Stockton and became driver for C. Sprague, proprietor of the Stockton Home Bakery, and soon afterward he bought him out; and this is the origin of the present enterprise described in the first portion of this sketch. The Gravem brothers are model young business men, and are deserving of much credit for their energy and pluck.

Both of the brothers are members of Charity Lodge, No. 6, I. O. O. F., and also of the Covenant Mutual Benefit Association, with an insurance policy of $5,000 apiece. G. L. Gravem is a commission merchant at Christiansand, Norway, and has a wife and three children. Still another brother, Knute Gravem, is traveling extensively for knowledge and pleasure throughout the continent of Europe and Great Britain, and is now in Germany. The youngest brother, K. L., graduated in 1889 at the high school in his home village.

GEORGE ALLEN ATHERTON, City Surveyor of Stockton and County Surveyor of San Joaquin County, California, was born November 14, 1860, a son of John William and Ellen (Osgood) Atherton, both living in Marin County. His father, John W. Atherton, born in Maine about 1833, was a seafaring man some five years, rising to the position of mate in the the merchant marine. He settled in California in 1858, where his wife, also a native of Maine, joined him in 1859, coming to this coast by way of Panama. Settling in Marin County, Mr. Atherton carried on a dairy business and also some general farming, with San Francisco near at hand as a market. He filled the office of County Supervisor for more than twelve years, and was the Representative of his district in the State Legislature for two terms, being elected on the Republican ticket. Mr. and Mrs. Atherton, senior, are the parents of two sons and two daughters, of whom the subject of this sketch and his sister Hattie, by marriage Mrs. Hyland E. Barber, are residents of this city.

G. A. Atherton was educated first in a district school in his native county and afterward in the University of California, where he took a full course in civil engineering, and from which he graduated in the class of 1880. His first employment after leaving the university was with the Oregon Navigation Company, and afterward with the Northern Pacific Railroad Company, as a surveyor. After three years' service with that corporation he came to this city in 1884, and was appointed Deputy City and county surveyor. He was chosen city surveyor by the city council in the spring of 1886, and in the fall of the same year was elected county surveyor, and in due time re-elected for a second term, closing December 31, 1890.

Mr. G. A. Atherton was married in this city, September 22, 1887, to Miss Hattie Weller, born in Stockton in 1864, a daughter of the late George E. and Mattie (Saunders) Weller. Mr. and Mrs. Atherton have one child, Edith, born March 17, 1889. Mr. Atherton is a member of Truth Lodge, No. 55, I. O. O. F.; of Stockton Parlor, No. 7, N. S. G. W.; of Stockton Lodge, No. 23, A. O. U. W.; and of Willow Lodge, No. 55, K. of P.

LEVI NICEWONGER, a farmer of Castoria Township, was born in Westmoreland County, Pennsylvania, September 1, 1831. His father, Joseph Nicewonger, died in Latrobe, Pennsylvania, about 1870; but his mother, *nee* Margaret Hull, is yet living, in this county. The subject's grandfather was a native of Germany.

When a youth, Mr. Nicewonger followed teaming to Pittsburg. In 1853 he came to California, by way of Laramie and Salt Lake, and on arriving here engaged in teaming for W. L. Overhiser, and next for Mr. Rogers nearly a year, and then located upon a piece of good ground. In the fall of 1857 he located where he now resides. At first he pre-empted 160 acres, and now there are 1,000 acres on the home place and opposite; he has a half-section three miles west, upon which there are good improvements. For the first few years after locating here he chopped wood. In 1882 he was elected a member of the County Board of Supervisors, and was serving as such when the present magnificent new court-house was completed and undertaken; indeed he has been prominent in all public affairs of the county.

He married Miss Mary E. Henry, a daughter of Judge Henry, of Mendocino County, who came to this State in 1857. The children of Mr. and Mrs. Nicewonger are: Margaret Josephine, George C., Charles H., Laura L., Olivia, Elizabeth, Levi, Jr., Maud, Effie, Lela and Bertha D.

WILLIAM HART, a farmer of this county, residing in Stockton, was born near New Lisbon, Ohio, January 6, 1826, a son of William and Elizabeth (Smith) Hart. Both parents died about 1830, leaving four sons who grew to maturity: John born about 1822, living in Arkansas; Hiram, born in 1824, deceased in Indiana in 1863; Richard A., born in 1828, died in Arkansas in 1883; and the subject of this sketch. He was raised by his grandfather Hart, a resident of Columbiana County, who moved to Indiana in 1832. In that State William Hart received good schooling and was brought up to farming, which has been his chief pursuit ever since. Mr. Hart came to California in 1852 across the plains, reaching Placerville July 12, where he mined a few months, when he went to work as clerk in a grocery store. He again tried mining in the spring of 1853, in Weaverville, and a second time in Placerville, but his three brief experiments in mining were alike unsatisfactory. His next employment was on the construction of a reservoir at Mokelumne Hill, at one hundred dollars a month, from June to November, 1853. Here again he was unfortunate, the contractor having failed, owing Mr. Hart $400, which was never paid. Late in that year he came to this county and began farming on 160 acres. In 1855 he located 160 acres near Woodbridge, on which he raised barley, finding a market at good prices by hauling to the mines. Several years later he bought another quarter-section and has farmed the 320 acres to this time, residing thereon until 1882, when he moved to this city. He still gives personal oversight to the working of the ranch and his career has been simply that of a farmer.

Mr. Hart was married in Volcano, Amador County, in 1858, to Miss Mary Jane Turner, born in Missouri in 1832, a daughter of Elias and Keziah (Barker) Turner. The father born in Massachusetts, left Missouri in 1837, one of a party who proposed to take up land in Texas. With another member of the party, a Mr. McFarland, he proceeded ahead of the main body. Both were killed and their horses ridden off by two footpads named Quarles and Carson. For that crime Quarles was hung September 28, 1838, about one year after the murder.

The mother, born in Tennessee, March 3, 1803, came to California by the Panama route in 1853, her daughter, now Mrs. Hart, coming the same year across the plains. The mother died in November, 1881; her daughter, Elizabeth Turner, by marriage Mrs. Silas H. Axtell of Woodbridge, died in that city January 1, 1882, aged fifty-eight years. Grandfather John Barker, a resident of Tennessee, was over eighty at his death, and his wife also lived to an advanced age. Mr. and Mrs. Hart have six living children: William Eugene, Edward Baker, Charles B., Laura Etta, Hiram Henry, Libbie Eugenia. Mr. Hart has been a member of the Masonic brotherhood since 1850, having joined Darlington Lodge, No. 113, in Montgomery County, Indiana. He is a charter member of Woodbridge Lodge, No. 131, F. & A. M., and the two oldest sons are also members of that lodge.

WESTLEY PEARSON HUNT CAMPBELL, a rancher of Dent Township, residing in Stockton, was born in Trenton, New Jersey, October 3, 1825, a son of John Rumfield and Ann (Foster) Campbell. The mother, born January 16, 1786, was married in Burlington, New Jersey, December 25, 1806, and died December 31, 1827. The father, born June 7, 1785, was a tanner and currier, and also

the owner of the first pottery in Trenton, New Jersey. Soon after the death of his wife he moved to Blue Ball, New Jersey, where he was married to a second wife and carried on a pottery. He also lived there, at what was called Middletown Point, New Jersey, about thirty miles from New York city, where he carried on a hotel and pottery until his death January 16, 1834. Grandfather Andrew Campbell was born April 11, 1747, in Angushire, Scotland. A member of the historic family of that name, after some political trouble or rebellion, escaped to America, settling in Maryland. He fought in the Revolutionary war in the Colonial army, and lived to an advanced age.

W. P. H. Campbell received some schooling for a few years before the death of his father, and after that event for one year in Alton, Illinois, whither he had been taken by the kindness of an older brother, John A., who settled in that neighborhood. This brother, born January 14, 1812, had learned the trade of potter with his father, moved to southern Illinois after his marriage and became a farmer, and eventually a minister of the Methodist Episcopal church. In 1838 the subject of our sketch went to work as helper on a farm near Bunker Hill, Illinois, continuing a few years in that labor, when he changed his employment to steamboating on the rivers Ohio, Mississippi and Missouri. Thus occupied a few years more, he went to St. Louis about 1843 to learn the trade of carriage-smith. In 1847 he engaged as teamster in the quartermaster department of the army, and served in that capacity during the Mexican war. He is not technically a veteran of that war, though he and his civilian comrades did some military service in protecting their supply trains, and were often exposed to the dangers of war, the enemy being less considerate in the treatment of such guards than of the regular troops. Returning in 1848, Mr. Campbell went to work at his trade in Providence, Boone County, Missouri, and at the same time he assisted his brother Andrew, the inventor of a machine for making pill-boxes, cutting them out of the solid wood, at the rate of twenty-five a minute, at Providence, Missouri. (For a sketch of Andrew Campbell, since becoming celebrated as the inventor of the printing press known by his name, see Cyclopedia of American Biography.) From Providence W. P. H. Campbell returned to St. Louis, working at his trade in that city for a time and then in Troy, Illinois, and again at St. Louis. Here he once more hired as a teamster in a supply train from Fort Leavenworth to Santa Fe, which reached the Kansas river, but was ordered back by the military. Again, in St. Louis, he opened a shop on his own account, in partnership with another, but the venture proved short-lived, and he went to Linneus, Missouri, in 1852, and was for a while a partner with his brother Andrew under the style of Campbell Brothers.

He was there married, October 23, 1852, to Miss Mary A. Ogan, a native of Boone County, Missouri, a daughter of John M. and Lucy (Harris) Ogan. The mother, a native of Kentucky, died in 1877, in her sixty-ninth year; the father, a native of Boone County, Missouri, is living in southern Oregon at the age of seventy-eight. Grandfather John Ogan died in middle life, and his wife, Mary (Douglass) Ogan, was over sixty. They had five sons and three daughters who grew to maturity, several of whom lived to be seventy or more. Grandmother Anna (Garland) Harris, died about middle age, but her husband, Higginson Harris, lived to be ninety-two.

Mr. Campbell, with his wife, her parents and others, left Missouri for California, April 14, 1853, coming across the plains and settling in San Jose valley. There he worked at his trade for a time and took up some land. In 1862 he bought land near Warm Springs, Alameda County, and went to farming. In 1864 he came to this county and bought the Lone Tree House, with 200 acres, on the road of that name in Dent Township, and afterward 120 acres adjoining. He conducted the hotel until early in the '70's, and the ranch until December 10, 1883, when he moved to this city.

Mr. and Mrs. Campbell have five living children: Annie, born October 11, 1853, was married to Oscar E. Wright, now of Farmington, July 3, 1873. Mary Frances, born November 9, 1855, married September 7, 1870, James Gardenshire, has two children (Thomas and Mattie Gardenshire) and was again married, in 1889, to Henry Schaffer, of this city. John Westley, born December 15, 1857, now a farmer of Stanislaus County, residing about six miles from Oakdale, married Miss Sarah Grider, November 1, 1882, and has three children: Winfield, Clarence A., and Cora C. Amanda, born March 6, 1860, married May 1, 1879, John C. Grider, a native of Nevada, but now of this city. Alfred, born February 13, 1862, married October 27, 1886, Miss Maud Thompson, a native of this State, now residing on the Lone Tree ranch, and has one child—Lela.

PCLAPP, a farmer of Castoria Township, was born in Braintree, Massachusetts, March 12, 1824. His parents, Salmon and Eleanor (Newcomb) Clapp, were also natives of the Bay State. The original American family of this name came over in the Mayflower. Mr. Salmon Clapp was a stone quarryman and vessel owner, built wharves in Boston, and died in 1836. In 1838 the subject of this sketch went to Quincy, Massachusetts, and learned the printers' trade in the *Passage* office; when his brother Charles started the Quincy *Aurora*, he went with him. In 1849 he came to California, leaving Boston, November 4, on the schooner Lamartine, touching at Rio Janeiro and Valparaiso, arriving at San Francisco at the end of 145 days, with a party of six friends. They at once built a small boat out of the lumber which they could manage to gather up upon the wharves, and in this they went to Sacramento, the trip taking two days. A few days afterward Mr. Clapp went to Sonora, Tuolumne County, and was engaged there and at Poverty Hill and Jamestown five years in mining, being very successful. He then went into the butcher business at Poverty Hill. Two years later he thought he would return East, but getting within about two miles of where he now lives, he stopped there and engaged in chopping wood and hauling it to Stockton. After that he located on 160 acres of land where he now resides, to which he has since added by purchase until he now has 1,600 acres. He has also bought the property where he tied his boat when he first came to Stockton, and his brother Noah now lives there. He now devotes his time mostly to raising grain, but was formerly quite extensively engaged in cattle and sheep raising. He has long been a member of the San Joaquin Society of California Pioneers.

JOHN M. RYAN, resident partner and manager of the dry-goods house of J. M. Ryan & Co., of Stockton, was born in Princeton, Indiana, June 20, 1860, a son of John M. and Ellen (Little) Ryan. The father, born in Dublin, Ireland, November 1, 1826, received a good education and learned the trade of cooper. He emigrated to America in 1849, and settled in Princeton, Indiana, where he was engaged in business as a manufacturing cooper for about twenty years, and is now book-keeper and cashier for J. M. Ryan & Co. The mother, born in South Carolina, a daughter of James Little, and his wife (*nee* Ervin) came with them to Indiana, where she was married about 1855. She died in March, 1867, leaving four children, all now living: Robert Ervin, a dry-goods merchant of Mount Vernon, Illinois; James Little, of Indianopolis; the subject of this sketch; Margaret, their only sister, residing in Stockton.

Grandfather Richard Ryan, a merchant in Dublin, was over seventy at his death, but his wife (by birth Margaret Power) died comparatively young. Great-grandfather Ryan was a great traveler and lived to an advanced age. A maternal uncle of the subject of this sketch,

James Little, a planter or farmer in Chester district, South Carolina, is living, aged about seventy-three.

The subject of this sketch was educated in the district and high schools of Princeton, Indiana, and went into a dry-goods store of his native town at the age of sixteen, as clerk, remaining one year. He then went to Evansville, Indiana, where he was engaged in the same line nine years, and at the age of twenty-six he came to Stockton. Here he spent nearly three years in the store of Hale & Co., and in 1889 established the present firm of J. M. Ryan & Co., in which A. M. D. McIntosh, of Douglass Township, represents the company, and Mr. Ryan is the managing partner.

W. F. FREEMAN, a pioneer, was born August 29, 1830, in Charlestown, Massachusetts. His father, a native of Yorkshire, England, is of the old family of Freemans and Caswells, and his mother was from Essex, England, of the Gages and Bairds, who were among the first settlers of the Massachusetts colonies. At the age of sixteen years Mr. Freeman was apprenticed to the trade of painter in the Boston navy yard, where three years were passed pleasantly and profitably, until the discovery of gold in California. January 12, 1849, he embarked on the Edward Everett for the long journey amid the exciting scenes of leaving many dear friends with only a hope of ever seeing them again. Indeed, upon that vessel there were but few who had not left good situations environed by social and family ties that had made life happy. The vessel stopped ten days at Valparaiso for supplies and arrived at San Francisco July 5, all the passengers having had a prosperous voyage. On arriving here the Edward Everett company began to work together as one body. At length they found it impracticable, and Mr. Freeman sold his share of stock to one of the directors for $112, the original price being $300. The dividend after the sale of the ship and cargo was $138 to the share, which was a creditable showing considering that the ship was sold for $20,500 less than they paid for it in Boston.

Mr. Freeman's first independent work in California was in the employment of the Government at Benicia, where barracks and cottages were in process of erection for troops and officers: his pay was $11 per day. With tent, camp outfits, and soldiers' rations, the workmen formed themselves into messes and did their own cooking. They were paid in Mexican dollars, which they invested in gold dust at thirteen to sixteen dollars an ounce, the silver dollars being in special demand at the gambling tables. It was here that Mr. Freeman cast his first vote for the constitution which freed all slaves within the State: he was yet under the voting age. On the 8th of October, in company with Mr. Pickering, from Portsmouth, New Hampshire, he started for the southern mines, in a boat which they had constructed on Sundays. They had a good tent and provisions for several months. At Stockton they transferred to the ox prairie schooner, and with guns on their shoulders took up their slow but not uninteresting line of march toward Jacksonville, on the Tuolumne river, where they built a snug log cabin with a stone and mud chimney and the tent was used for a roof: thus they had a most comfortable dwelling. The winter was wet, but they worked rain or shine, and their big fires by night were doubly appreciated. Their average workings were two ounces per day of fine gold. If they could have saved all the gold that passed through their rocker their earnings would have been double. They had altogether a pleasant time, amid picturesque scences, etc., until February 12, 1850, when, having heard of richer diggings beyond the river in Mariposa County, they stripped the canvass from their cabin with the same feeling which prompted the words "Woodman, spare that tree," etc., and struck out for new and unknown fields, pitching their tent on Maxwell's creek near the Blue Tents: the place is since known as Coulterville.

They were fortunate in prospecting and were making money until the year following, June 1, 1851. By this time they had about ninety pounds of gold-dust hidden here and there about the camps in bottles, cans and old shoes; as there were very little if any thieving during those times, every miner could leave his possessions exposed without fear of losing them. The miners were proverbially hospitable with their rough fare: "the beans would stand the longest division known in arithmetic." At this time Mr. Pickering returned to his wife and children, while Mr. Freeman unfortunately joined two companies for the purpose of damming and draining the Tuolumne river at Line Bar, and also the Merced river at Split Rock Bar, the general idea at that time being that the beds of the rivers on high bars were exceedingly rich; but they demostrated its fallacy, while it completely emptied the pockets of the investors. Mr. Freeman however had one consolation, namely, that he had a saving of $846, which he had sent home from Benicia before starting for the mines.

He formed a partnership with a young man and commenced prospecting and mining on the first principles which had proved so successful before. Coming to his old camp upon Maxwell's creek, he found his old claim occupied. The season was dry and good diggings and water were scracely ever found together; the miners also were more plentiful than the year before. Life's stern realities for the first time in his life resolved themselves into clouds without the famous "silver lining." However, he worked away with indifferent success, until about the first of June, 1851, when he joined the regiment of mounted volunteers raised by the State for the purpose of suppressing Indian insurrections among the southern mines, the famous James Savage being in command of the battalion, Captain Kuykendall having command of Company B, of which Mr. Freeman was a member. This agreeable service lasted about three months, and left him with the "habits of a Bedouin" with $113 in pocket and also subsequently a land warrant. Fifteen of the men went to the Four Creek country, built a stockade for protection at Woodford, near where now the town of Visalia is located, and where seventeen men had been killed by the Indians the autumn previous. They blazed out a section of land for themselves, to which probably none of them ever returned. Returning to Mariposa County late in the summer, Mr. Freeman commenced herding and driving cattle for Fremont and Savage, who had a fat contract for supplying the Indians and soldiers at Fort Miller: the cattle, however, were not so "fat."

Mr. Freeman tried mining again during the fall and early winter, but without any of the encouraging results of

> "The days of old,
> The days of gold,
> The days of '49."

Therefore, early in January, 1852, he bid farewell to the mines forever, mounted his faithful mule, and took the down grade and sought employment among the cattle ranches. In this capacity he was first employed by the Neil Brothers on the Merced river, and with one exception formed the first lasting friendship among strangers, dissolved only by death. For them and for Montgomery & Scott he worked till about January, 1853, and, as he had no expensive habits, he was able to save nearly all of his wages. By pooling with a partner, Burrill Brewer, they began to herd and drive cattle, in a small way, from the nearest coast ranches to the mines in Tuolumne and Mariposa counties. In the early spring of 1854, in company with A. and Thomas Stevenson,—father and son,—ranchers near the mouth of the Merced river, he drove a band of cows and young cattle from Los Angeles, and returning settled with his portion of the cattle upon Bear creek, the ranch being then known as the Robla. He followed the cattle business until 1858. In the meantime, in the summer of 1856, he made a short visit to his relatives in Massachusetts, and on returning he happened to be in San

Francisco during the reign of terror under the regime of the famous Vigilance Committee. On his return to this city he brought with him from Kentucky a fine jack and started the business of raising mules, and he afterward made similar and larger importation by steamer in 1860, 1862, 1864, and by railroad in 1879, 1880, 1882, and in a small way he has continued in this business to date.

He moved from Merced County to Stockton in 1861, and engaged a short time in the livery stable business. He built a steam tug—the "Rival"—and a barge, in 1867: he ran them one season to the Bay, and also did towing, but without profit. Then, in company with E. J. Hamlet, he conducted the soap business and the soap manufactory for about ten years, and was fairly successful considering the capital engaged. In the meantime he was secretary of the San Joaquin Valley Society of California Pioneers; and he still carries an elegant gold watch and chain which was presented to him by that society as a testimonial in appreciation of his service. As a citizen he voted against the issue of subsidizing bonds to the so called Stockton & Visalia Railroad Company; also subsequently, as councilman he voted against any compromise or the surrender of any portion of the said bonds to the assignees of said corporation. As a member of the council for six years, upon all questions where debts were to be created above the limits prescribed by the charter, he always voted No. As a citizen he has always opposed all subsidies, and the issue of interest-bearing bonds for public improvement. He also has always opposed the granting of special or exclusive privileges to private individuals or corporations upon the streets, water front and public square. In politics Mr. Freeman has always tried to be Jeffersonian, and upon all national and international questions he has been a follower of Wendell Phillips, and like him has been usually in the minority.

In 1862 Mr. Freeman married Miss Martha Drake, of Flint, Michigan, and they have brought up four children: Arthur, Frona, Laura and Maurice. In 1885–'86 Mr. and Mrs. Freeman made a trip around the world, going East. They visited Scotland, England, traveling extensively upon the continent, in Palestine, Egypt, India two months, China via Rangoon, Penang and Singapore, Shanghai, in Japan two months, and then embarked from Yokohama, having been absent about thirteen months. All of their travels except upon steamers was done by day-light, leaving a panorama upon their memory effaceable only by death.

EDWARD RICHARDS HEDGES, a merchant of Stockton, of the firm of Hedges, Buck & Co., jobbers and dealers in groceries and provisions, was born in Columbia, New Jersey, October 18, 1829, a son of Timothy Hudson and Harriet Lavinia (Richards) Hedges, both natives of that State. He descended on the maternal side from Thomas Richards, born in Dorchester, England, in 1605, of a family whose homes were situated in Somerset and Devon. Thomas emigrated to New England in 1630, and located in Hartford, Connecticut, where he died in 1638 or 1639. John, one of his sons, born in 1631, was married to Lydia Stocking. Their son, John, Jr., born about 1653, inherited the estate of his uncle, Thomas Richards, in Newark, New Jersey, and settled there. His son, John, born in 1687, was the father of David, who was born about 1720. Thomas, the son of David, born in Columbia, New Jersey, about 1769, was married to Miss Sarah Sayre, and their daughter, Harriet L. Richards, born July 13, 1796, was the mother of the subject of this sketch.

Grandmother Sarah Sayre was a daughter of Deacon Ephraim Sayre, a soldier of the Revolution, and with other members of the family among the captives taken by the English at the seizure of Germantown. She died in New Jersey, aged ninety-eight. Her brother, David A.

Sayre, afterward of Lexington, Kentucky, a philanthropist of national reputation, founded the Sayre Institution for young ladies, and built the first Presbyterian church of that city.

The Hedges are also of English origin, and have been settled on Long Island, New York, for several generations. The founder of the family in this country is believed to be Sir Charles Hedges, who upon his marriage to Sarah Rogers, a person of lower social rank, came to America and settled on Long Island. T. H. Hedges, the father of our subject, born in 1794, became a farmer and broom-maker, and moved with his family to St. Louis in 1836, taking passage in Pittsburg on the first steamboat that went down the Ohio to that city. He bought some land in St. Clair County, Illinois, chiefly for raising broom-corn, and continued his broom-making industry, on an extensive scale for those times, in St. Louis. He died on his place in Illinois in 1840; the mother, born in 1796, survived him forty years, dying in Texas in 1880. Their oldest surviving child is Margaret, born about 1822, by marriage Mrs. James F. Clark, of Jacksonville, Florida.

E. R. Hedges, the subject of this sketch, was educated chiefly in St. Louis, finishing with a course in the "English, Mathematical and Classical High School," of that city, at the age of nineteen. Some eighteen months later, March 8, 1850, he left St. Louis for California, one of a small party of five young men, with two wagons and mule teams, carrying about 2,500 pounds of supplies in each wagon. At Independence, Missouri, they were joined by two others, who bought an interest in the outfit, and continued with them to South Pass, where they detached themselves from the original party on account of some disagreement. Mr. Hedges, with the four original comrades, arrived in Hangtown, August 28, 1850, having lost some of their mules through the industry of the Indians in night marauding. Proceeding to Sacramento, they set out to engage in actual mining at Rough and Ready. Mr. Hedges and two companions kept together and did fairly well at that point. They then proceeded to a point above Downieville, and continued mining until 1857, having meanwhile put in three flumes and sunk most of their gains. They then went into trade in Amador County, having two stores at Iowa Flats and Hoodsville.

In 1860 Mr. Hedges came to this city and engaged in substantially the same line of business as at present. In 1864 he formed the firm of Hedges & Howland, which was changed to Hedges & Buck in 1867. In January, 1889, Mr. E. F. Parker bought an interest, the firm becoming Hedges, Buck & Co., and later in the same year Mr. Buck withdrew, Messrs. Hedges & Parker continuing the business without change of style.

Mr. E. R. Hedges was married in Stockton in 1869, to Mrs. Alice (Davis) Nuttal, a native of Missouri. They have two children: Hattie Lavinia and Bertha Priscilla.

Mr. Hedges is a prominent member of the Masonic fraternity, having held the principal offices in the subordinate bodies, and is both Grand Master of the Grand Council of Royal and Select Masters of California, and Past Commander of Knights Templar of California. He has held no public office. Having promised his mother when he left home that he would not be a politician in any sense of the term, he has persistently refused to accept any office of a political nature whatever.

GEORGE WASHINGTON LANGRIDGE a boot and shoe merchant of Stockton, was born in Lancaster, Grant County, Wisconsin, June 11, 1856, a son of Charles and Eliza (Martin) Langridge, both natives of Brighton, Sussex, England. The father, born about 1833, came to America in his twentieth year, and after a year or two went to Wisconsin, where he became a carpenter and builder. He was married in Milwaukee and afterward settled in Lancaster, where he is still living. The mother,

born about 1831, a daughter of Thomas and Frances (Ede) Martin, also emigrated to America with some of her relatives, and settled in Wisconsin, where her mother died at the age of eighty-five, the father dying younger, but well advanced in years, of some injury. Grand-uncle William Ede, a capitalist of San Francisco, is still living, at a good age, being over sixty-three. Grandparents Thomas and Frances (Terry) Langridge, came to America in 1854, and finally settled in Lancaster, Wisconsin, where they died about the same age, eighty-five years. The grandfather was also a carpenter by trade, and had worked eighteen years before coming to America for one builder in Brighton, England. G. W. Langridge, the subject of this sketch, received the usual district-school education at the age of fourteen, and for three years longer in the winter only. In the spring of 1874, being then in his eighteenth year, he came to California and went to work as a "cowboy" for his grand-uncle Walter Ede, who was engaged in stock-raising in a large way in the Sierra valley, Plumas County. After some eighteen months spent in that healthful occupation, Mr. Langridge went east and entered Bailey's Commercial College in Dubuque, Iowa, from which he graduated at the age of twenty-one. Returning to this coast he came to Stockton and filled the position of clerk in the Yosemite House one year. He then engaged as salesman for Cading & Bagley, clothiers, with whom he remained four years, until he went into business on his own account. On January 18, 1880, he purchased a half interest in a boot and shoe business at his present stand, 201 Maine street, which has been occupied in that line for many years, and was then carried on by George E. Weller, under the style of Weller & Langridge. The business was conducted about four years when Mr. Weller sold his interest to John Garwood, and the firm was changed to Langridge & Garwood. January 1, 1888, Mr. Langridge bought out his partner's interest, and the business has since been carried on at the old stand, by George W. Langridge as sole proprietor.

Mr. Langridge was president of a young men's club of sixty-five members in 1880, and they all cast their first ballots, in the presidential campaign, for Garfield and Arthur. He is interested in politics, but not for revenue or personal aggrandizement. Mr. Langridge is a member of Truth Lodge, No. 55, I. O. O. F.; of Morning Star Lodge, No. 68; of Stockton Chapter, No. 28, and of Stockton Council, F. & A. M. He has one brother on this coast, Frederick William Langridge, born in 1868, now engaged as superintendent of a vineyard in Davisville, California.

DANIEL JOSEPH SPELLMAN, of the firm of Kenealy & Spellman, proprietors of the Stockton Marble and Granite Works, was born in Amherst, May 15, 1852. Mr. Spellman learned his trade in Boston while still a youth, serving an apprenticeship of four years in the largest marble works in that city, owned by Oliver M. Wentworth. He continued in the same city as a journeyman nine or ten years, until he set out for California in 1876, arriving in San Francisco, July 9, by way of New York and the Isthmus. He went into business on his own account in San Francisco for two years, and came to this city in 1879, where also he started a marble shop, which he also conducted about nine years. In 1885 he formed a partnership under the style of Kenealy & Spellman, and established the Stockton Marble and Granite Works at the present location, corner of California and Rose streets. Mr. Spellman was married in Stockton, July 15, 1885, to Miss Clara M. Walker, born in Ohio, February 3, 1854, a daughter of Henry A. and Sarah M. (Howland) Walker. The father, a native of Vermont, died in Nashville, Tennessee, in June, 1864, at the age of forty-three years, leaving three children, of which Mrs. Spellman is the only one living in 1890. Her grandfather, Alvin Walker, a farmer in Vermont, lived to the age of sixty-seven years, and

his wife, Clara Fawcett, lived to be eighty-five years old. The mother, also born in Vermont, March 18, 1827, a daughter of John and Marion (Snow) Howland, was married in Woodstock, Vermont, in 1850, and soon afterward moved to Ohio. Widowed in 1864, she came to California in 1875, and is living in this city, in 1890. Her father, a native of New Hampshire, moved to Vermont after his marriage, and was in his seventy-fifth year when he died. The mother, also born in New Hampshire, lived to be seventy-five years old. Grandparents James and Sally (Mason) Howland, natives of Massachusetts, lived to be respectively ninety-three and ninety-six years old. Grandfather Joseph Snow also lived to be about ninety-six years old, but his wife, Lydia Ager, died at the age of fifty-five years. Great-grandfather John Howland, a Congregational minister at Carver, Massachusetts, lived to an advanced age. He was a lineal descendant, perhaps the grandson of "John Howland the Pilgrim," one of the Mayflower's historic band.

Mr. and Mrs. Spellman have two children: Walker Maurice, born May 3, 1886, and Mildred Irene, born March 25, 1888.

Mr. Spellman is a member of San Joaquin Lodge, No. 19, F. & A. M., and of Truth Lodge, No. 55, I. O. O. F.

ORRIN GREEN LANGMAID, ex-Chief of Police of Stockton, was born in Vermont, December 5, 1829, a son of Solomon and Nancy (Green) Langmaid. The father, born February 17, 1795, a young soldier in the war of 1812, afterward became a farmer, and is still living. The mother died at about the age of forty years, leaving three sons and one daughter, all living. Grandfather William Green lived to the age of seventy years, and his wife was also well advanced in years when she died. The subject of this sketch received a district-school education, and was brought up to farm work on his father's place. He left Boston in November, 1849, for California, by way of Cape Horn, arriving in San Francisco, May 5, 1850. He proceeded by way of Sacramento to the mines at Hangtown, and afterward mined in Tuolumne County, following that pursuit about fifteen years. In 1866 he came to this city and went to work for Ladd Brothers as a teamster to the mines, chiefly on the Mariposa route, continuing in that line of work about six years. In 1872 he was elected constable for this city, serving in that capacity until he was elected Chief of Police in 1878. He was twice re-elected to that position, and after an interval of five years was again re-elected in November, 1887, for the term beginning January 1, 1888. By the adoption of the new city charter in June, 1889, his services as chief of police terminated. Since then he has filled the peculiar position of "watchman of Chinatown," being a quasi-official guardian of the Chinese. He filled the same position at intervals between his two periods of service as chief of police.

Mr. O. G. Langmaid was married in Stockton May 7, 1873, to Miss Leonora Mallard, who was born in Iowa, February 27, 1855, a daughter of Fayette and Catherine (Osborn) Mallard. The family came to California, across the plains, in 1863. The father, born in Vermont in 1810, died in this city in 1885; the mother, a native of New Jersey, is still living here, at the age of sixty-five years. Mr. and Mrs. Langmaid have five children: Effie, born May 31, 1874; Birdie and Eddie, twins, November 5, 1875; Eureka, June 11, 1882; and Emily, March 29, 1889.

Mr. Langmaid is a charter member of Stockton Lodge, No. 23, A. O. U. W.

CHARLES EDWARD OWEN, proprietor of the music and jewelry store known by his name in Stockton, was born in San Francisco, January 6, 1858, a son of James H. and Eliza (Albert) Owen. The father, born near Cærnarvon Castle, in Wales, about 1830, afterward lived in England. He left England about

the age of fifteen, visiting different parts of the world, arriving on this coast about 1850, and after his marriage in Boston, in 1855, he came again to California, settling in San Francisco. In the palmy days of Virginia City, Nevada, he was superintendent of the Lady Bryan mine. He was afterward a stock-broker in San Francisco, where he died in 1884. Grandfather Owen was a lawyer of some distinction in Great Britain. The mother of our subject, a native of Massachusetts, was married in Boston in 1855, and came to this coast with her husband soon after that event. She is still living, the mother of four sons and two daughters: two sons and both daughters are now living, residing in California. Grandfather Albert died at about middle-age, but his wife lived to be over sixty.

Charles E. Owen, educated in the public schools and the City College of San Francisco, began his musical education at the age of nine, was considered an expert in that line at the age of fifteen, and graduated at the public schools. During a visit with his mother to their relatives in Boston he went to school in that city one year. At sixteen he filled the position of clerk in a San Francisco music store about one year, and was afterward engaged for a time in arranging music for publication. He is also the author of original compositions in music, some of which were published in San Francisco, and others by Oliver Ditson & Co., of Boston. He came to Stockton in 1879, and has carried on a music store here from that time to the present. In 1889 he purchased the jewelry business, occupying one side of his store, which he carried on six months, with a partner, and since December, 1889, alone, being now sole proprietor of both lines of business. In 1889 also, Mr. Owen erected a handsome residence, at a cost of about $10,000, which he has occupied since February 22, 1890.

Mr. Charles E. Owen was married in this city, November 15, 1883, to Miss Sarah C. Dorrance, a daughter of Henry T. Dorrance (see sketch of Mr. Dorrance). They have two children: Elise D., born September 21, 1884, and Henry D., born July 4, 1888.

Mr. Owen has been organist of St. John's Episcopal Church since 1880. He is a Past President of Stockton Parlor, No. 7, N.S.G.W., and a member of Charity Lodge, No. 5, I. O. O. F.

JOHN NEWTON WOODS, land-owner, residing in Stockton, was born in Fayette County, Indiana, June 7, 1837, a son of Johnson and Louisa M. (Eastes) Woods. The father, born in Brown County, Ohio, June 10, 1815, moved to Indiana, and was there married, June 4, 1834, and in 1840 moved to Savannah, Andrew County, Missouri, where he built the first residence and was engaged in trading. In 1850 he came to California, arriving in Hangtown on August 1, where he went to mining. He afterward became interested in mining claims on Woods creek, so called after his name. He was killed February 1, 1852, by a personal enemy for a cause unknown, but conjectured to be the integrity of his evidence against the fraudulent claim of a pretended friend, who became his murderer. He left three sons and two daughters, all except one daughter living. The mother, born in Rush County, Indiana, October 24, 1820, is living in Tulare County, California. Grandfather Jeremiah Woods, born in Virginia, October 8, 1772, died November 29, 1858. Grandmother Margaret (Wooster) Woods, born in Pennsylvania, February 7, 1785, died December 21, 1874. Great-grandfather Rev. Robert Wooster, born in London, England, in 1727, came to America and settled in Brownsville, Pennsylvania, where he was married to Miss Mary Gorman. In the Revolution he sided as Colonist, renouncing all his allegiance to the king of Great Britain and Ireland. He was one of the first settlers of Fayette County, Indiana, and the first minister of the Methodist Episcopal Church west of the Alleghanies. Mr. and Mrs.

Robert Wooster were the parents of eleven children, of whom the youngest, Thomas, born in October, 1799, is living in Rushville, Indiana. Great-grandfather Henry Woods, born in Virginia about the middle of the last century, was married in Pennsylvania to a Miss Louderbach, who was probably a native of that State. He emigrated to Kentucky and was killed by Indians about 1790.

The subject of this sketch became a clerk in Savannah, Missouri, at the age of fourteen, and remained thus employed about five years. He afterward worked in the same capacity in Knightstown, Indiana, some eighteen months, when he left for California by the Isthmus route, arriving in Stockton, December 2, 1857. From this city he went to live with his uncle, Jeremiah H. Woods, the founder of Woodbridge, and from whom it received its name. Early in 1858 he became the owner of 320 acres northeast of Woodbridge, on a portion of which the village of Acampo now stands. In 1859 he engaged in mercantile business with a Mr. Porch, under the style of Porch & Woods. He sold out his interests in 1860, to try his fortune in Virginia City, Nevada; but finding that mining was not his forte, he returned to mercantile business in Woodbridge, under the style of Woods & Davis, continuing from 1861 to 1863. He again sold out in 1863, and in that year was rejoined from Missouri, by his mother and two brothers—Albert, now living in Tulare, and E. W. S., now of this city.

In 1864 he went to farming on his ranch at Acampo, and on December 22 of that year he was married, in Amador County, to Miss Annie Victoria Farmer, born in Greenfield, Dade County, Missouri, January 24, 1843, a daughter of Washington and Sarah North (Dickinson) Farmer. She came to California across the plains in 1859 with her father, brother and sister, the mother having died at the age of twenty-seven. The father died at Woodbridge, in 1872, at the age of sixty-three. The brother, Benjamin A. Farmer, is now living in Tulare City; the sister, Mary Cordelia, by marriage Mrs. Edward G. Rutledge, of Amador County, died February 22, 1887, at the age of forty-one, leaving five sons. Mr. Rutledge, in company with Mr. Patterson, a cousin, while on a prospecting tour, discovered the first copper mines in Amador County, now known as the Newton mine.

Mr. Woods remained on his Acampo ranch, which he had meanwhile enlarged to 400 acres, until 1877, when he removed to this city. He is now joint owner with his two brothers of 640 acres near Lodi, and with one of them, E. W. S., he owns about 3,700 acres in this county, and 2,250 in Tulare. From 1877 to 1882 Mr. Woods was secretary and manager of the Granger's Union of this city. In 1883 and 1884 he was deputy and acting treasurer of this county. He has been a Mason since 1858, being the first initiate of Woodbridge Lodge, No. 131, F. & A. M. He belongs to Stockton Chapter, No. 28, and to Stockton Commandery, No. 8. He is a member of the San Joaquin Valley Society of California Pioneers. in virtue of his father's early arrival.

Mr. and Mrs. Woods have two children: Jessie Lee, born March 5, 1867, and Mary L., born February 22, 1869, both graduates of Mills' Seminary, near Oakland, in the class of 1887. The family belongs to the Methodist Episcopal Church South, of this city, of which Mr. Woods has been one of the stewards and trustees since 1872.

THOMAS J. POPE, a farmer of Castoria Township, was born in Bledsoe County, Tennessee, November 3, 1831, the third child of J. H. and Jane (Shoemate) Pope, natives of North Carolina, who had thirteen children: eight of these are still living and are all in this country and in prosperous circumstances. The parents left their native State, North Carolina, when very young and settled in East Tennessee in 1818. They were married in 1827, and removed in 1841 to Arkansas, and in 1861



Roswell C. Sargent

came on to California, both of them dying ten years later, and leaving the ten children only $22 each. This is the only money or property which the subject of this sketch ever received during his life without directly earning it by hard work. On coming West they left Washington County, Arkansas, March 10, and with ox teams and with some live stock they crossed the plains and mountains, having some trouble with the Indians on the way, who stole their cattle, two horses and two mules. Thomas pursued the Indians and recovered the cattle, but not the other property. They landed in San Joaquin County September 6. By this time the subject of this sketch had married Miss Morning West, September 6, 1849, and had seven children. He went to work for $35 a month, but the great floods of 1861-'62 washed away his house, with everything in it; they had left only the clothing they were wearing, and they indeed very narrowly escaped with their lives. Mr. Pope then purchased a settler's right to 160 acres of land near Woodbridge, and afterward obtained for it a homestead title from the Government. Here be began clearing the ground and raising barley, which he hauled over the foot-hills to the mines; and thus he was soon able to make further purchases of land and rapidly increase his business. To a great ex tent he bought and sold land as a dealer, in places all the way from Shasta County to Los Angeles. He now resides on a fine ranch of 860 acres of improved land six miles from Stockton, where he is now erecting a $4,000 residence. He also owns 800 acres sixteen miles southeast of Stockton, 400 acres twenty miles east of Stockton, 160 acres near Lodi, and six seven-acre lots adjoining Lodi. He is well known throughout the county as one of the largest land owners and successful farmers.

In 1888 he visited his native place in East Tennessee, from which he had been absent forty-seven years. Singular must have been his memories and feelings, contrasting what he found with what he had left so long before. After spending there one very enjoyable month he returned to spend the rest of his days in the best State in the Union. He is now living with his third wife, and has had nineteen children, only nine of whom are now living; their names are Anna Eliza, Amanda, Fannie, Alexander, John, James, Thomas, Grant, Viana, Selina, Matilda, Willie, Margaret, Lizzie, Catharine, Lily, Bertie and Robert. The two last named are by the second marriage. Mr. Pope was brought up a Methodist, but now enjoys a freedom from the cages of religious creed that he can never abandon.

R. C. SARGENT.—California is noted for the number of her citizens who have embarked in farming and stock-raising upon a gigantic scale, controlling, improving and putting to the best use vast areas of land; but among them all certainly none have done more in the direction of real, useful progress than the gentleman whose name heads this sketch, and that great firm of which he has so long been a prominent representative, Sargent Bros. An outline sketch of his career, bringing out a few salient points, therefore becomes valuable, and indeed essential in this volume.

He is a native of New Hampshire, born in the town of Thornton, Grafton County, his parents being Jacob and Martha H. (Webster) Sargent. His father was a farmer and speculator, and at one time owned a great deal of land in the northeastern part of Grafton County, at the head of the Merrimac river, and right at the foot of the White Mountains, a little to the left of Mount Washington. The family was an old one in that part of the State, our subject having been born precisely where his grandfather Sargent settled. The Websters were also an old and well-known New England family.

When the subject of this sketch was about seventeen years old his mother died, and about a year later, his father consenting, he left home and went to Boston. He worked at agricultural labor for two seasons, and for the next three

years was engaged in the milk business. He then joined his brother, J. P., in the ice business, which they carried on profitably, drawing the ice into Boston through Cambridge from Fresh Pond. The Sargent brothers sold out their business to Gage, Hittinger & Co., for whom they then went to work for double the salary paid any other employe. Our subject asked leave of absence to go to Illinois, and his employers consenting, he went about the last of December, 1847, to Chicago. There he learned there had been a brick ice-house built with a capacity of 3,000 tons, the proprietor of which had been killed by an explosion on a steamer. The plant had been leased to a man named Sherman, who had made preparations to fill it, when a warm spell came on and the ice went out. Mr. Sargent went to Sherman and asked him if he would re-lease the building. Sherman replied in the negative, saying that he wanted to go into the business for himself. Mr. Sargent asked him how he could afford to keep ten men and not have any ice in. Sherman wanted to know if he could do any better, and Mr. Sargent replied that he could if there was ice four inches thick after thirty days from the date of conversation, and asked what Sherman would give him to fill the building, proposing to accomplish the task in four days at a dollar a ton, with four-inch ice. Sherman figured on the proposition and accepted it. Mr. Sargent sent to Boston for his tools, and got ready for operations before they came out. They arrived there about the 1st of February, 1848, and the ice was then four inches thick. He got a man and went right to work that night grooving, and by daylight had everything ready for work. He commenced work with ten men that morning and continued right along until the second morning about seven o'clock. At ten o'clock that morning there was no more ice in the river. Mr. Sargent went down to Sherman's shop, and the latter asked him if he had any ice in yet, receiving the reply that the building was three-fourths full, and that there would probably be no more ice that spring. They then went down to the building together and looked at it, and Sherman took it for 2,400 tons. Mr. Sargent bought one-fourth interest in the ice and then commenced selling it, first at twenty-five cents a hundred, afterward raising it to one dollar a hundred, when ice got short. He had bought some, however, at Sheboygan, and some more at Peoria. In the fall of 1848 Mr. Sargent bought out Mr. Sherman's interest in the business and building. Then his brother J. P. came out, and the brothers went into partnership, putting up two large wooden buildings in addition to the original plant. They had just got them completed when a heavy snow storm came up, and the next morning when they went down they found the building full of snow and the roofs at the bottom. They cleaned out the rubbish, put on the roofs and filled the building with ice that was half snow. A warm spell came on clearing the river of ice, and the next cold spell froze a foot and a half of ice on the river, as clear as crystal. They then cleaned out one of the buildings and filled it with the better quality.

In the spring of 1849 Dr. Jacob L. and J. P. Sargent made all necessary preparations to start for California, but they would not make the trip without R. C. The latter told them he would go if he could sell out, and the Doctor went out on the Missouri river to buy oxen and complete the equipment.

Our subject went to Mr. Sherman to see if he would buy him out, and the latter said he would like to do so, but had no money; however, he could give him a note with four good names on it, mentioning the men. Mr. Sargent went to the bank and asked whether he could get the money there on those names, and was told that he could on any two of them. He then took the note back to Sherman, who signed it, and, securing the signature of one of the other gentlemen, he took the note to the bank to have it cashed. The banker said, "You are going to California, are you not?" and receiving an affirmative reply, told Mr. Sargent that he had a lot of money worth seventy

per cent. of its face, which he would sell him at that rate, and which he could dispose of at par for gold dust in California, where there was a scarcity of coin. He took the money, and most of it was carried by him and J. P. in belts, across the plains to California. When they reached their destination, and it was learned that they had the coin in their possession, men would come from miles away to buy it, to use on the gaming tables.

Our subject wound up his business in Chicago within two days, and he and J. P. went out to Weston, Missouri, where they joined the Doctor and a man named Arcan, who afterward settled at Santa Cruz. They had not bought the oxen yet, and R. C. was selected to make the necessary purchases. He went to St. Joseph, and there bought a fine team, and brought it down to the camp. Mr. Sargent then started back to buy the remainder of the teams needed. About twelve miles away he met a man who had two yoke of oxen, for which he wanted $100 a yoke, although the usual price was only $30 to $40. They were the kind Mr. Sargent wanted, however, and he took them and was allowed to turn them out on a ten-acre field belonging to the man, and located near St. Joseph. He also procured a yoke of high-headed wild steers from the same man, giving a negro $10 to yoke them. At St. Joseph he bought enough to make six yoke, with the wild ones, and, with this part of the business out of the way, they were soon ready to start on the long journey.

They hitched up and started down the river, which they crossed at Independence on the 1st of May. There were two conceited men in the train, brothers, who said there was a train of wagons going to Santa Fe, and that that was the way to go. The party proceeded in that direction as far as the Kansas river, where they overtook a Government train. Mr. Sargent went to the commander and talked with him about the route. The latter said he would show them every courtesy if they journeyed with him, but advised them to turn back and travel by the regular emigrant trail. This they did, having lost eight days. They took the route via Fort Kearney, and when 500 or 600 miles out, their cattle becoming restless, they purchased three yoke which had given out, making nine yoke in all.

Mr. Sargent one day said to his companions, "We must have a different arrangement about driving," and proposed to do all of it himself if the others would do the remainder of the work. The Doctor said, "That will suit us all right, but you could not stand it." However, this was done. Mr. Sargent took the whip at Fort Kearney, and drove the outfit all the way to California, walking alongside. When they got to the forks of the road at Big Sandy, consultation was held considering what branch they should take. Mr. Sargent said he was going to California, and his wagon and that of a man named Carr proceeded on via Sublette's cut-off, the others going by the way of Salt Lake. During the next seven days his party and Carr traveled 175 miles. At Carson Wells, on the east side of the desert, they camped a day or two to rest, and then started for Carson river in the evening. At daylight in the morning they saw the timber on Carson river, which appeared to be but three or four miles distant, but was in reality about fourteen. Mr. Sargent, who had been careful to supply his party with water, etc., necessary for the trip, stopped for breakfast and saw Carr throwing out a part of his water supply. Further on, Carr came to Mr. Sargent for some water to save his cattle, and the latter told him "No," as he should have saved it, and by trying to save his cattle those of both would be lost.

About 11 o'clock A. M., they reached the river, the worst part of the trip being finished. Among the supplies of Mr. Sargent's outfit, was a five-gallon keg of alcohol and one of brandy. A large passenger train got in one day ahead of them, and their commander, Colonel Rogers, came to Mr. Sargent, and wanted to buy the alcohol. The latter opened it, put on a good price, and got about $300 for half of it. Two

or three hours later, Colonel Rogers came back for the balance of it. A short time afterward he returned and wanted to get an ox to butcher and eat, which was sold to him for $100. They started on, and the mate of the ox that had been sold dropped dead, the only one lost on the journey.

Just as they reached the top of the mountain Colonel Rogers again came up, and said he had come for a part of the brandy, which was sold to him for a stiff price.

They proceeded on to a little place in El Dorado County, which some Mormons whom they had met in Carson valley had told them was pretty rich. That place was Ringgold, where they built the first house. They lay there two or three days, when our subject took a team and proceeded to Sacramento. On the journey he became acquainted with an Oregonian, who said he could get out "shakes," build a house, or do any work of that kind. He was taken along by Mr. Sargent, and put up a building in which a trading post was started. Our subject made nine trips to Sacramento and back, and at any time could take out a load of freight, getting $1 a pound for it, if he would guarantee to take it through.

During the latter part of that winter and early in the spring there came reports of a heavy immigration. The winter had been wet, and they had been keeping their cattle on the hills. When they pulled the team off the road it was necessary to take the cattle away to Sacramento. Our subject drove them, while the rain was coming down in torrents, to Sutterville, three miles below Sacramento, and selected a place across the river for them. He became sick from exposure, and was prostrated for eight days, having to hire a man to do his work.

About the eighth day a friend came down to see him, and he told him to go to Sacramento and get a mule. This was done, and the next morning he mounted the mule and went to Sacramento. He picked up about twenty-five pairs of long-legged boots, and started with them to the mines, where they were worth any price one chose to ask for them. At the first mud-hole his mule lay down, and he was compelled to take off the saddle and blankets and carry them out to safe ground, when the mule got up. This was repeatedly done, at every mud-hole! In the spring, the town being dull and business poor, the Doctor R C. and J. P. concluded they would not stay, and went to Georgetown, fifteen miles distant. There they lay two or three days and conversed with some merchants whom they knew, who said they expected no business for two or three months. Our subject said he was going after the cattle, and was going back to Ringgold, which he did, and J. P. went with him. They had a rich mine there, but R. C. never did a day's work in it.

In the spring, there being no water to mine with, he engaged in cutting hay by means of a scythe and snath purchased at Sacramento for $75, and two more which he had previously found under the floor of an abandoned cabin. One day, having gotten pretty well along with the haying, R. C. started for Sacramento, and on his way met his brother, Bradley V., who in company with another man was coming up for a visit. A conversation ensued which resulted in R. C. engaging them to assist in haying at $10 a day. He put them to cutting, at which they were engaged until their wages amounted to about $800, while he went to work drawing the hay home and stacking it up. The very day after the stacking was completed, the immigration commenced to appear in an immense volume. Within a week their little town had grown to be a half-mile long, while there was a continuous stream of wagons from a point thirty miles above them clear to Sacramento. It was like an agricultural fair or a race meeting for two months. Oxen could then be bought at $10 to $20 per yoke, while horses could be had at one's own price. They had in stack about eighty tons of hay, which they commenced selling at a bit a pound, and all was disposed of before any other came into the town. They also had a stack at Mormon Hill. An old English lady, who with her husband

kept a store at Mud Springs, came one day and asked Mr. Sargent what he would take for the stack. He replied $1,000, or $100 a ton. She said she would give $950, and there the trade stopped. She came two or three more times, but as she would not give the original price asked, the sale was not consummated. Finally Colonel Rogers (previously mentioned in this sketch) came along and agreed to give $1,000 for the hay, saying he would pay for it at another time. He got the hay, but never paid anything for it. Mr. Sargent only succeeded in saving a load or two out of it.

About that time would have been an excellent opportunity to embark in the stock business with succes when cattle were so cheap, but circumstances prevented our subject from doing so. In the spring of 1850 he went down to look for his cattle, having with him about $1,000 in gold dust. The first sight he got of his herd was when he saw nine head stretched out under a tree—dead! He found seven head on the ranch where he had turned them out. He also came across a little mare he had lost in the mountains, and the gentleman who had her gave her up without any trouble or words. He went after a band of cattle containing 200 or 300 head, but could not find them. He took the seven he had recovered to Sacramento and sold one yoke to a man named Hastings for $350, taking his note, which was never paid. He spent the $1,000 in gold dust which he had with him in following the cattle, but he never got back any except the seven head already mentioned, and one more, which had a bell on.

When they came out to California property of all kinds was perfectly safe from being stolen, even if left unprotected. Along in 1850, however, Mr. Sargent missed some pork when he came back from a trip to Sacramento, and he afterward learned that it had been stolen, and found a half barrel of it buried. Horse and cattle thieves then became plentiful, and one band especially gave the Messrs. Sargent and others considerable trouble. Our subject had a horse claimed from him on the streets of Sacramento by one of those miscreants. He followed out the fellow's bluff, however, to its full extent and finally entirely discomfited him and his crowd.

In the fall of 1850 R. C. Sargent came to Woodbridge, San Joaquin County, and built three cabins in that neighborhood. In the spring of 1851 he started a brush fence from the river about where Lodi now is, which they continued out on the plains for some distance, striking the river again about four or five miles from the point of starting. When the fence was finished, he looked for his stock, but could not find it. Finally, striking a trail he followed it to the place where he now lives.

The first grain he sowed was in the fall of 1851—about sixteen acres. The next season he sowed and fenced in 160 acres of barley. The stock business was carried on from the start, the main market being in the mountains in the early days, one shop at Mokelumne Hill taking from twenty-five to thirty-five beef cattle a week.

During the high water of 1851–'52, our subject bought a pair of boat gunwales forty feet long down from El Dorado County, and rigged up a boat on his place, utilizing a couple of wagon sheets for sails. All the work was done under difficulties. He took the boat and some men to Stockton, where he loaded it with supplies, and started for his home. It got pitch dark when the boat was yet a half-mile from the landing place, which had to be approached by a gradual curve. Mr. Sargent was at the helm himself and knew the route to perfection. He was out of humor, however, with his men for the awkward way in which they had acted, and when he ran the boat ashore he told them to jump for their lives. They did so and got a good ducking, though there was no danger! He took the supplies on shore and next morning loaded them on packs, which took them to the first crossing of the Calaveras, where he got a good price for them. The man who bought, however, did not come out even on his purchase.

Another incident in connection with packing in those early days will be found of interest. Some men had contracted to take goods by boat from Stockton to a certain ferry on the road to Mokelumne Hill, for a man named Sturgis. They had taken them a part of the way and stopped, claiming that they were only to take them to a nearer ferry with a somewhat similar name, and demanded a large increase in price to land them where he wanted them. They would not give up the goods and Mr. Sturgis would not pay the extortionate price. Thus matters stood when Mr. Sargent met Sturgis about a mile from Woodbridge. A conversation followed, the result of which was that our subject agreed to get the goods from the men who held them and pack them through to Mokelumne Hill on time. He proceeded to the river, found the goods and the men, and announced his intention of taking them. This brought on trouble at once; but when it was found that Mr. Sargent paid no attention to threats, while he offered to the men a reasonable means of recovering wages if they proved to be in the right, he secured the goods. By the exercise of the utmost exertion and good judge ment he accomplished what was supposed by Mr. Sturgis to have been an impossible task, and got the goods into Mokelumne Hill (which was short of food) by 7:30 o'clock in the morning. These supplies were sold by 2:00 P. M. for good prices, and none too soon, as directly afterward wagons began to come in with provisions, sending prices down.

Speaking of teaming in the winter of 1851–'52, our subject, who had been on a trip packing provisions to the mountains, was coming home relieved of his load, and crossing a slough it was necessary to follow a narrow trail. He took the head animal and started across, but the beast stepped off the trail, mired down, and whirled the other way. As he began to wallow all got off the trail. Mr. Sargent had a man with him, and the two, on getting an animal out, would pull his saddle off and turn him loose. When they got them all out it was not yet daylight, and they camped down on blankets, tired out. When they awoke it was evening and the sun was setting.

As has been previously stated, the Sargents were accustomed, in the early days, to sell many of their cattle in the mountains, and indeed many butchers depended upon them for their entire supply of beef. In the winter of 1864, after the dry season, R. C. Sargent went to Bouldin Island, where they had many cattle, to bring some of them up to the home ranch. While he was gone the butchers kept coming, until, when he returned, twenty-two of them were waiting for him. He had not brought enough to supply the demands of all of them, and there was a great uproar as to who should get the cattle. At last Mr. Sargent told them that if they would each tell him how many they had expected to get, he would issue them to each *pro rata* as long as they lasted, and would guarantee that each would have enough. He found he had to shrink all the demands one-half, and, true enough, he subsequently received letters from nearly all the butchers in which they said that they had indeed received all of such cattle that they wanted. Some of these butchers were from as far away as Red Bluff.

It is pre-eminently as general ranchers, however, that the Sargent Brothers have become so widely known as successful men. On what is now the home ranch of R. C. Sargent there are 16,000 acres, and here the Sargent Brothers have been engaged in the herculean task of reclaiming an immense area of land for cultivation. Of this large tract all but about 2,500 acres was overflowed land, which they have leveed in. This levee commences on the north about two miles and a quarter west from the northeast corner of township 3–5, and runs thence till it strikes the head of Sycamore slough, then runs westerly on the south side of Sycamore slough to the Mokelumne river; thence southward to the junction of Potato slough and the south fork of Mokelumne river; thence along Potato slough until it strikes White slough, which is their southwest corner;

thence it runs up the north bank of White slough, about four miles to the southeast corner of their place, and the southwest corner of S. V. Treadway's place; then it turns in a northerly course between this land and Treadway's, until it strikes the said land of Mrs. Treadway: thence by more of an easterly course to within about a mile and a half of the east line of township 3–5. There are two large sloughs crossed by this levee where it was necessary to construct two extensive dams. The water about one of these is sixteen feet deep, and about the other thirty feet. Each of the dams is 120 feet across, and they are 150 to 200 feet wide on the bottom, and fifty feet on the top. These levees were mainly being built before the present improved machinery was in vogue, and most of the work was done by hand. The embankment ranges from fifteen to eighteen feet wide at the base to forty feet. In June, 1888, they put up a dredger on their levee work, and have now been all around Sycamore slough to Potato slough with it, and the base of the levee for all this distance is fifty feet across. It will require until the summer of 1891 to finish around with the dredger. Since 1862 they have been at work on this levee system, and the advantage it has been to San Joaquin County, in reclaiming so much of its land otherwise valueless, is greatly to their credit. They have about 8,000 acres of this land in cultivation, and lease 1,500 for vegetables, mostly potatoes. On the Blackberry Dam place (part of this ranche) seven acres have produced in one year 3,000 sacks of onions, which brought 60 cents a sack.

They also have a large tract of the same kind of land at New Hope. In that body there was formerly 7,000 acres, but a good deal of that has been sold off. It all has a good levee around it, and all is in cultivation except 2,000 to 3,000 acres, which is used for grazing. They also have 2,200 acres of cultivated land in Sacramento County, and some other smaller ranches. The landed holdings of the Sargent Brothers in Santa Clara and Monterey counties are very extensive, but as the business of the firm is being divided, our subject withdraws from his interest therein. The members of this great firm, one of the best known in its line in the United States, have been Dr. Jacob L., R. C., J. P., and Bradley V. They have one other brother on the coast, A. J. Sargent, residing at Mokelumne Hill, and their only sister, Martha H. (now the wife of S. M. Preston), resides at Newton, Iowa. Her husband was a Colonel in the Union army during the late civil war.

Mr. Sargent is a remarkable business man, and has accomplished wonders in the field which he has adopted for his life work.

R. C. Sargent has been a stanch Republican since the outbreak of the civil war, and is prominent in the councils of the party. He has represented his district in four sessions of the General Assembly of California, taking an active part in the work of the committees on swamp lands and claims, especially the latter. He is a member of Jefferson Lodge, I. O. O. F., at Woodbridge, and of Woodbridge Grange, Patrons of Husbandry.

His children are as follows: Clara Root, born June 4, 1860, died October 24, 1877; Jacob Preston, born June 8, 1863; Roswell Chapman, born July 7, 1865, died July 7, 1865; Julia Frances, born January 24, 1868, died February 14, 1885; Mary Emma, born May 20, 1870; Charles Bradley, born February 13, 1873; Roswell Webster, born August 25, 1877, died February 6, 1884.

DR. J. L. SARGENT, brother of R. C., and another of California's best-known agriculturists, figures so largely in the above article, that only an outline sketch of his life will be necessary here. He was also born at Thornton, Grafton County, New Hampshire, where he received the advantages of a common-school education. This he supplemented, then and afterward, by study at home, so that he is really largely self-educated. When in his nineteenth year he left

Thornton, going to Meredith Bridge, where he remained about a year, being for a portion of the time deputy in the postoffice, and also for a time engaged in a lawyer's office. From there he went South, and for about three years held the position of educator in the family of a wealthy slave-owner named Hendrick, in Mecklenburg County, Virginia. From there he went to Vermont, and commenced the study of medicine with the well known Dr. Benjamin Rush Palmer (afterward professor at Transylvania Medical College, Louisville, Kentucky). He attended lectures at the Vermont Medical College, Woodstock, and at the Berkshire Medical College, and was graduated at the former in 1846. Being without means of his own, he went to Boston and obtained employment in a soda factory. Later in the same year, he went to Chicago, via the Erie canal, taking transportation on a furniture boat. He arrived in Chicago early in 1847, and from there went to Bloomingdale, Illinois, where he practiced for a time, and afterward at Warrenville, in company with Dr. Newton. He next practiced at Yankee settlement, near the present site of Blackberry station, on the Chicago & Northwestern Railway. While there he decided to go to California, and did so as described in the preceding sketch. Some of the experiences of him and his brothers have been previously related, as well as the fact of their settlement and business interests at Ringgold. In 1850 his brothers left there, but he remained until 1858, carrying on the mercantile business as well as attending to office practice in medicine. In the year mentioned he removed to San Joaquin County, where he has since resided, on the ranch with R. C., until 1890, when he removed into Lodi.

He was married in this county to Mrs. Emma Staples, a widow, whose maiden name was Simpson, a native of St. Louis. The Doctor is a whole-souled, liberal-minded man, who, having passed through all the rugged experiences of pioneer life in California, has come out successful. He is agreeable and attractive in conversation, a man of unsullied business integrity, and therefore a favorite with a wide circle of acquaintances. It may be said of the Doctor that he has killed more bears than any other man in California. He was visiting his brother B. V. in Monterey County, who was much bothered by bears destroying his stock. It was supposed that they could not be killed with strychnine, it having been the custom to sprinkle it on the meat for bait, which the bears would not touch; so that when Dr. Sargent said he would kill them with strychnine he was laughed at. He brought his medical knowledge into play, however, and procuring a good supply of the poison placed it, in the form of pills, inside the meat. The next morning one bear succumbed, and inside of six weeks his strychnine pills had killed sixty of the animals!

Since the above was written, Dr. Sargent died, April 22, 1890.

DR. JACOB PRESTON SARGENT, oldest son of R. C., was born in San Joaquin County, June 8, 1863. He attended school in the vicinity of his home until fourteen years old, after which he went for three years to St. Matthew's Hall at San Mateo, and for the two succeeding years to a private institution in Napa valley. After this he attended for about six months at the San Joaquin Valley College, at Woodbridge. He then commenced attendence on medical lectures at Cooper Medical College, San Francisco, remaining two years. In the latter part of 1884 he commenced at Bellevue Medical College, New York, and was graduated there May 4, 1886. He practiced in the out-door department of Bellevue Hospital until the latter part of that year, when he returned to California. After practicing about three months in San Francisco, he went back to the ranch, to the business department of which he now devotes his principal attention.

He was married in San Francisco, November 14, 1889, to Miss Bettie Falk, a native of New York.

He is a member of Stockton Parlor, N. S. G. W. Dr. Sargent is an able young man, well up in his profession and in business, and is popular with all who know him.

WILLIAM LA FAYETTE OVERHISER, a rancher of O'Neil Township, residing at "Oak Home," four miles from Stockton, was born in Northumberland County, Pennsylvania, December 29, 1824, a son of Abraham and Mary (Burtis) Overhiser, both born and married in Columbia County, New York. Grandfather Overhiser, born in Germany, settled in New York State. The parents of our subject, immediately after their marriage, located in Northumberland County, Pennsylvania, where the father's chief pursuit was farming, varied with occasional enterprises. Among these is mentioned his taking the first sample load of Lackawanna coal to New York city, hauling it on a two-horse sled. They were the parents of four children: Hannah Jane, by marriage Mrs. Henry Hart, who died in 1889, aged now seventy; Mary, by marriage Mrs. Daniel Discho, of Newark, New Jersey, is sixty-eight; William L., our subject; Susan Ann, by marriage Mrs. Benjamin L. Bedell, of Brooklyn, New York, in her fifty-ninth year. In 1830 the family moved back to the old homestead in Hillsdale, New York, and thence in 1841 to Long Island, where they settled on a farm in Queen's County, near Rockaway.

William L. Overhiser, the subject of this sketch, received a district-school education and helped on his father's farm until the age of eighteen, when he went to learn the trade of blacksmith near his home. At twenty he moved to Hempstead, Long Island, where he finished his apprenticeship, and, buying out his employers, went into business on his own account. He was soon rejoined by the family, the father buying property and settling there. On a business trip to New York city in 1849, he caught the gold fever, being inoculated by a friend and neighbor named Cooper, and bought an interest in the ship Salem. Closing out his business in Hempstead, he, with the rest of the party, about 160 persons, left New York on the ship Salem, March 12, 1849. The captain proving dissipated, reckless and incompetent, the alarmed passengers decided to entrust the command to the first mate, Douglas, confining the captain to his cabin. Through the want of charts, which the captain neglected to procure, they were still exposed to great danger, though the mate was competent and reliable. He passed the entrance to Rio Janeiro and several days were lost in correcting the error. Arriving there they submitted their action in displacing the captain to the American consul, who fully approved their course. Proceeding on her way the Salem rounded Cape Horn on the Fourth of July. In entering the harbor of Tockawanna by the wrong channel, the Salem narrowly escaped being wrecked. At Tockawanna they loaded with flour for San Francisco, where they arrived October 12, 1849.

On the voyage Mr. Overhiser and eight others from Long Island formed a close alliance for future co-operation, and five of these set out at once for the Mariposa mines, while the other four, Overhiser, Bennett, Cooper and Griswell, remained to dispose of the party's interest in the ship Salem. Three weeks later the four set out for Stockton on board a little trading schooner that was ill adapted to the passengers' comfort. The only available bunk was surrendered to their less stalwart comrades, and Overhiser and Bennett slept on deck in their blankets, an exercise entirely new to our subject. Going ashore at Benicia in the night they found their way to an all-night house and were stowed away in a loft but little better than the schooner's deck. In the morning Mr. Overhiser had an unexpected meeting with the Rev. Mr. Woodbridge, a Presbyterian missionary whom he had known in the East, and who had come to this coast in 1848. While the four comrades awaited their promised signal from the captain, they saw to their dismay that the schooner had started off

without them. Hurrying forward they hired a boatman who took them to the vessel, and charged them $16 for the service. Arriving in Stockton in seven days from San Francisco, in the early part of the historic rainy season of 1849–'50, their first necessity was some covering for their persons and property. They bought a tent that had just been vacated, on the bank of the slough in front of where the Weber engine house now is, for $150, and filling it with their goods to the eaves, they slept on top of these. Mr. Cooper extemporized a stove out of some sheet iron among their effects, which, however, so attracted the attention of the inhabitants, and especially of Mrs. Harris, that it soon passed into her possession by purchase.

The season continuing rainy the party were at a loss how to avoid infringing on their capital of $1,000, the proceeds of the sale of the Salem, when Mr. Overhiser learned of an opportunity to purchase for that amount from a discouraged freighter his outfit of four yoke of oxen and wagon, loaded with 2,500 pounds of freight destined for Sullivan's camp, in Tuolumne County, for which would be paid on delivery at that point a freightage charge of 50 cents a pound. The trade was effected, and Overhiser and Bennett took charge of the team and delivered the goods, leaving Stockton late in December and returning three weeks later. Their next venture was not so fortunate. Scurvy had broken out among the miners at Murphy's, and potatoes were at a premium; our party bought a considerable stock in San Francisco, shipped them to Stockton and hauled them to Murphy's, only to find the market glutted. The absent five arrived from the Mariposa mines early in 1850, and the nine companions formed the "Nassau Mining and Trading Company," to handle miners' supplies at Murphy's. During the summer they enlarged operations by opening a store at Gold Spring and buying a mining claim. Selling out at Murphy's some months later they confined themselves to trading and mining at Gold Spring. Meanwhile Mr. Overhiser had been engaged in freighting the goods from Stockton, which was much the most laborious task, and out of all proportion to the easy duties of his partners. He accordingly demanded a settlement, and received $700 in gold dust, being one-ninth of the estimated assets of the company. With this amount and $700, the loan of which was volunteered by another shareholder, he came to Stockton. Here, through the persistent generosity of Mr. Judson, with whom he was stopping, he was enabled to buy a very fine team of oxen. He then went into freighting on his own account, and was quite successful. After a time, freighting business being dull, he turned his stock out on the range. Some time afterward Mr. Overhiser, needing his stock, found that six oxen had been driven off toward Winter's Bar, on the Calaveras river. After a weary search at Hangtown, El Dorado County, he found one in a butcher's pen awaiting slaughter, the hides of three drying on a fence in another camp, and the remaining two just slaughtered at a third place, the thieves having got away in safety. He went to law to recover the living animal, brought witnesses from Stockton to prove the property, and won his suit only to find himself without money and still owing the $700 loaned him at Gold Spring. In the spring of 1851 he bought a land claim on the Calaveras, on which to cut hay for his stock. Meeting one of his old partners, Mr. Cooper, who was also teaming on his own account, they formed a partnership and bought another quarter-section adjoining Mr. Overhiser's. With his friend Cooper he soon began to make money, and was enabled to extend a helping hand to a former benefactor, Mr. Judson, on whom fickle fortune had meanwhile frowned. He gave him employment, and in three months admitted him into partnership. In 1852 they harvested, on forty acres of their Calaveras ranch, the first crop of barley raised in San Joaquin County. In 1852, also, they bought 320 acres, which are now a part of Mr. Overhiser's Oak Home ranch. With a view to driving a band of sheep to this coast and also some horses, Messrs. Cooper & Judson went

East, but finding the season unfavorable to driving across the plains they sold the sheep they had bought. They purchased a number of horses, some of which were left at pasture near Salt Lake. Three of these were stolen, but were afterward recovered in San Francisco. Mr. Judson retired from the partnership after three years, Messrs. Cooper & Overhiser continuing as before his admission.

In October, 1855, they built the farm house, which from its location between two great oaks suggested its name. In 1858 they separated, Mr. Cooper taking the lower ranch and Mr. Overhiser the Oak Home ranch, which he has since increased to 700 acres, devoted chiefly to grain and stock, but with twenty acres in or chard and vineyard, which he was among the first to give attention to in this section. As early as 1852, when his partners went East, they sent him some nursery stock, and a few years later he planted some vines. "Oak Home" has had much intelligent labor bestowed upon it, and is a fine, well-appointed country house. Its water supply is among the most complete in the county, comprising four deep wells, a pumping system of the most approved pattern, and a reservoir stocked with carp, while the farm implements and appliances are also of the best in the market. A highway ran in early days in front of the house, and several attempts were made to re-locate it. After the flood of 1862 the necessity of a good road from Stockton and Waterloo became apparent to all, and the county surveyor was authorized to lay out a road. The line to the junction of Cherokee Lane was readily agreed to, and the remainder was determined by laying out an air line from the Fairchild place to that point on one hand, and to Waterloo on the other. Mr. Overhiser was appointed overseer, and opened the road through its whole course, though not without much opposition and some lawsuits. At his suggestion the three bridges were made of heavy timber, the size of which occasioned much flippant comment at the time, but his foresight has been amply vindicated by their permanency, two of them being in perfect condition at this day without additional outlay.

Having discovered a gravel bed on his place in 1869 Mr. Overhiser took an extensive contract for graveling the streets of Stockton. He was the moving spirit in building the Calaveras gravel-road, inducing the conflicting interests to unite on constructing a good road to the junction of Cherokee Lane and Waterloo road. A company was incorporated and the road partly built, when the contractor failed. Mr. Overhiser advanced the necessary funds, taking a mortgage on the road for nearly $3,000. When this grew to be $6,000 he foreclosed the mortgage. Two blocks of land now in the city, but outside the limits when the road was built, fell into his hands. The road runs diagonally across the blocks, and as he was thus deprived of their use he decided to close them up, his legal right to do so being unquestionable; but he has allowed the road to remain open temporarily for a consideration.

Mr. Overhiser's most important life-work has been in connection with the Grange movement, the value of which he was among the first to recognize, and no resident of this State has taken a more prominent part than he in the organization of the Patrons of Husbandry and the promotion of its interests. By its means the farmers are advancing toward the position of power and influence they should rightfully occupy, as the most necessary and useful class in the community. Mr. Overhiser's great zeal in the cause and his recognized ability as an expounder of its principles, caused his selection as State lecturer, and his election of State overseer for two years each. He is now one of the general deputies of the State. He was elected Master of the State Grange in 1887, Grand Representative to the National Grange in 1888, and labored hard and successfully to secure the holding of the meeting of 1889 in this State. The happy outcome of his painstaking endeavor, culminating in the continuous ovation and generous hospitality extended to the members of the National Grange in all

the chief cities of the State, is a matter of history.

Mr. Overhiser was married in Stockton in December, 1855, to Miss Catherine E. Hutchinson, a native of Boston, Massachusetts, who came to California with her mother, a brother, and two sisters. They have one son, William Henry, aged twenty-five years.

Mr. Overhiser is a member of Morning Star Lodge, F. &. A. M.; of Stockton Lodge, I. O. O. F.; of the San Joaquin Valley Society of California Pioneers, and President of the Rural Cemetery Association. His life has been eminently active, useful and eventful, creditable to himself and the community, and inspired with lofty considerations for the best interests of humanity, and more especially of the agricultural class, with which he has been so long identified.

EDWARD H. JACK, one of the first-class farmers of Castoria Township, was born in Switzerland County, Indiana, April 29, 1823, a son of Samuel and Rosanna (Hampton) Jack, natives of Gallatin County, Kentucky, and of old Kentucky families. The Hamptons are of old Virginia families. Samuel Jack died March 30, 1834; and Rosanna (Hampton) Jack died February 2, 1867.

Mr. Jack, the subject of this article, grew up in Kentucky, attended school at Burlington, Boone County, and after attaining manhood engaged in general mercantile business, the manufacture of tobacco, etc., for some years. He afterward followed steamboating on the Mississippi and Ohio rivers from Cincinnati to New Orleans until 1855, when he removed to Chillicothe, Peoria County, Illinois, and for two years engaged in the grain and lumber business, in partnership with Henry Truitt. In February, 1856, he married Miss Annie W. Moss, a daughter of Captain W. S. Moss, founder of the San Francisco *Examiner*. She was born in Peoria County, May 18, 1836, about a month after her parents had arrived at that place from Switzerland County, Indiana. After marriage Mr. Jack moved to the farm in Richwood Township, near Mossville, Illinois, where he remained until March, 1863, and then purchased an interest in the distillery firm of Moss, Bradley & Co., at Peoria, and removed with his family to that city, where he has since resided; but he sold out his interest in the distillery.

In 1883 Mr. Jack came to California, and purchased the ranch where he now resides. The home place now consists of 284 acres; of which he has ten acres adjoining the river and eighty acres in another locality, and 800 acres near Stockton. Up to the time when he left Peoria he was a director of the gas-light company of that city, and he still holds stock therein. He was also a member of the Bridge Company there for a number of years, and a director of the First National Bank of Peoria, which he had assisted in commencing. He was one of the founders of the Peoria Board of Trade and is still a stockholder. He still has landed interests in Peoria city and Peoria and McLean counties, and also in Chicago. He first invested in this county in 1882 and built here in 1883.

His children are: Minnie H., wife of Jerome E. Young, now of San Francisco, Edward M., who died in this county, and also a lawyer by profession, having been educated in the Chicago Law School; William S., who resides in this county; Annie Emily, wife of Harry Baum, of Bloomington, Illinois; Lile Angela, wife of William Howe, of Chicago, who is a son of F. A. Howe, of the Grand Trunk Railroad; Noel H. Jack, who is attending the military school at San Mateo; and Rosa Choate, at school at Berkeley. Mrs. Jack died in January, 1889.

ADAM BACHMANN, of Elkhorn Township, was born in Germany, September 19, 1839, his parents being August and Anna Bachmann. The father, a carpenter by trade, was killed in 1883 by falling from a building.

When fifteen years of age Adam Bachmann, the subject of this sketch, was employed on the railroad, which occupation he followed for fourteen years and worked his way up to the position of foreman. In 1868 he sailed for America, from Hamburg, landing in New York. From there he sailed for California via the Isthmus, landing in San Francisco. He came at once to Stockton, where he engaged as millwright for about two months; then in 1872 settled on the ranch on which he now resides. It contains 160 acres situated about four miles from Lodi; the chief productions are hay and grain.

Mr. Bachmann was married, January 11, 1879, to Miss Cora Willer, a native of Germany. He is a member of the I. O. O. F., of Lodi, No. 259: is a practical farmer, very successful in the business, and has made his own way in California by his economy, industry and perseverance.

HON. JAMES ALEXANDER LOUTTIT, of the law firm of Louttit, Woods & Levinsky, of Stockton, was born in New Orleans, Louisiana, October 16, 1848, a son of Thomas Sinclair and Jessie Ann (Bell) Louttit, both now living at Mokelumne Hill, Calaveras County, California. The father, born in Scotland, July 4, 1821, came to the United States in 1837, learned the trade of blacksmith, and was married in New Orleans. In 1849 he came to California, tried mining a little while, but he found the exercise of his trade more profitable, and accordingly worked in that line nearly all his mature life, until increasing years made the labor too arduous. He was leader of the citizens' law and order party, or "Vigilantes," in Coloma in 1850. The mother, also a native of Inverness, Scotland, is a year or two older than her husband, and has borne five children: our subject in New Orleans, one in Scotland, and three in Calaveras County. Three are living: Belle, now Mrs. George Chesnutwood; William R., for many years in the employ of the Steam Navigation Company, and J. A., the subject of this sketch, all of Stockton.

Grandfather Alexander Bell, a leader of the Scotch Covenanters, lived to the age of ninety-seven, and his wife, Jessie Margaret Robertson, reached the age of 103 years. The ancestral home of the Louttits seems to have been in the Orkney Islands. Grandfather James Louttit died at sixty-six, and his wife, Mary Sinclair, a sister of Thomas Sinclair, for many years Lieutenant-Governor of British Columbia and president of the Hudson Bay Company, lived to be sixty-six. Aunt Mary (Louttit) Hackland died in the Orkneys in 1886, at the age of eighty-four, leaving nine children surviving, of whom at least one (James Hackland, of Port Natal, Africa) has achieved distinction.

The subject of this sketch, educated in the district schools at Mokelumne Hill, and afterward in Latin, Greek and higher mathematics by private tuition of Rev. W. C. Mosher, a resident clergyman, with plenty of exercise in his father's shop as a substitute for college gymnastics, was graduated at the State Normal School with the honors of the class in 1864. He then taught school for three years in the Brooklyn High School, Oakland, the first school of that grade in California outside of San Francisco, and meanwhile read law under Porter & Holladay, of San Francisco. Having somewhat impaired his health by too close application to study, he went to Colorado and spent two years in mining, with the double satisfactory result of recovering his health and enlarging his finances. Returning to California, he invested his money in a law library, was admitted to the bar of the Supreme Court of California in October, 1869; was subsequently admitted to the bar by the Supreme Court of the United States, with Hon. J. G. Carlisle, the ex-Speaker, and Hon. Thomas B. Reed, present Speaker of the House of Representatives, as his legal sponsors.

Mr. Louttit settled down to the practice of his profession in this city in 1871, filling the office of City Attorney from that year until 1879. For some years he was a partner of C.

H. Lindley, now of San Francisco, under the style of Louttit & Lindley. In November, 1884, Mr. Louttit was elected to Congress on the Republican ticket, though the district had a Democratic majority. The Congressional measure with which he was most actively identified during his term was the extension of a free delivery of mail, and after eight months' labor in that direction he succeeded in having the privilege extended to 142 cities, including Stockton. In 1885 he formed the present law firm of Louttit, Woods & Levinsky, and on the close of his Congressional labors Mr. Louttit returned to the practice of his profession, declining a re-nomination in 1886.

Mr. James A. Louttit was married in Stockton in 1872, to Miss Ada A. Cory, born in this State in 1854, a daughter of John R. and Abbie A. (Cory) Cory, both residing in this city in 1890, the father aged about seventy-three, and the mother seventy. Mrs. Louttit died in 1884, leaving five children of much promise: Mary B., born in 1873; John Cory, in 1874; Thomas Sinclair, in 1876; Jessie Ada, in 1877; James A., Jr., in 1878. Mr. Louttit was again married February 12, 1890, in Denver, Colorado, to Mrs. Kate L. (Stuart) Palmer, a widow with one daughter, Edith, by marriage Mrs. C. H. Shilling, of Aspen, Colorado.

Mr. Louttit is a member of Stockton Lodge, No. 11, I. O. O. F., and with his law partner, Mr. Woods, is identified with all the movements for the advancement of the city of Stockton and the county of SanJoquain.

JOSEPH MARION LONG, at present Under-Sheriff of San Joaquin County, was the eldest of four children, was born in Ohio, in 1834, a son of Jacob and Sarah Jane (Graham) Long. The father born in Pennsylvania in 1811, learned the trade of cabinet-maker and was working in that line in Ohio when he was married. The family moved to Illinois in the spring of 1835, settling on a farm near Galesburg, and thence to Iowa, while it was yet a Territory, in 1839. The mother, born in Ohio in 1818, died near Muscatine, Iowa, January 22, 1858, the result of a runaway accident; the father is living at Pacific Grove, Monterey County, California, in 1890. Grandmother Long reached an advanced age.

J. M. Long, the subject of this sketch, received the usual district-school education and he helped on his father's farm until March, 1853, when he set out for this coast, across the plains, arriving at Portland, Oregon, in September. He worked in that State until the following spring, in a brick-yard, in splitting rails and in logging, when he came to California, arriving in Stockton, March 20, 1854. Here, with three others, he was engaged in chopping wood for wages, a couple of months, within what are now the city limits, and then in burning brick, for which the wood-chopping was a preparation, until June, 1854. He then worked a month at the Twelve-mile House on the Sonora road, and in July, 1854, went to mining at Stevens' Bar, above Jacksonville, in Tuolumne County, and afterward at Deer Flat in the same county. He returned to this county in June, 1857, and helped one season on a threshing-machine, when he went to work on a ranch in Stanislaus County,—what is now known as Langworth. In 1858 he returned to Stockton and engaged in the business of restaurateur for about three years. He was elected County Assessor, September 4, 1861, entering on the discharge of his duties on the first Monday in March, 1862, for a term of two years. Some years later he was Deputy Assessor under C. H. Covell for two years. His connection with the sheriff's office has covered several terms. He was appointed a deputy-sheriff by the late T. K. Hook, February 7, 1865, filled the same position under Sheriffs Rynerson and Mills, and has held his present position under Sheriff Cunningham since 1875. He was candidate for sheriff on the Republican ticket in 1869, and was defeated for that office, but on May 9, 1870, was elected Police Judge of this city, holding

the office one term. With the exceptions mentioned he has been identified with the sheriff's office of this county from 1865 to the present time.

Thomas Jefferson Long, a brother, was born December 9, 1836, moved to California in 1861, is now a resident of San Francisco, and is an employe of Sutter street railroad in that city.

Newton G. Long, a brother of our subject, was born near Galesburg, Illinois, November 8, 1838, was educated in Iowa, finishing within a year and a half in the Wesleyan University of that State. On the outbreak of the Rebellion, he enlisted in the First Iowa Volunteers, being a member of Company A, the first that was mustered into service from that State. He was taken prisoner at the battle of Wilson's creek, including many others with those in the hospitals which fell into the hands of the enemy. While a prisoner he served his more unfortunate fellow-captives in the hospital, and on his release, without waiting to return to his home in Iowa, he re-enlisted as a private in the Twenty-Fourth Missouri Infantry Volunteers, in which he arose through the successive grades of Corporal, Sergeant, Second and First Lieutenant to the rank of Captain. After his discharge at the close of the war he was elected Clerk of Dallas County, Iowa, and twice re-elected to the same office. He died about 1879, comparatively young, the result of spinal curvature, the germ of which was probably an incident of his military service, and from which he severely suffered for several years before his death.

Minerva E., the only sister of our subject, resides with her husband, A. J. Westbrook and family, on the old family homestead near Muscatine, Iowa.

Mr. J. M. Long was married in Stockton, March 16, 1870, to Miss Kate Journay, born in Staten Island, New York, a daughter of Mr. and Mrs. David Journey. The father, of Huguenot extraction, was a soldier of the war of 1812, and lived to an advanced age. His wife was still older, dying on Staten Island, late in 1889, at the age of ninety-three. Mr. and Mrs. Long have one child, Hattie N., still a schoolgirl (1890).

Mr. Long is a member of Charity Lodge, No. 6, I. O. O. F., being Past Grand of the same and a member of Charter Oak Lodge, No. 20, K. of P. He is also a member of the Central Methodist Episcopal Church of this city, and at present superintendent of its Sunday-school.

J. M. BUFFINGTON, an old, honored pioneer of the Pacific coast, and one of the most influential of the early settlers of Stockton, was born in Somerset, Bristol County, Massachusetts, February 15, 1818. Originally of English descent, and in the old Massachusetts colony his ancestry dates back to the early settlement of Salem, when three brothers—John, Joseph and Jonathan—immigrated to that place about 1660. The subject of this sketch attended school in his native State, and at the age of fourteen he took a thorough course in English, mathematics and the Latin classics at the State Normal School of Rhode Island, and after reaching manhood he entered the business of manufacturing boots and shoes at Providence, that State.

On the breaking out of the gold excitement from California, he came hither, by the Isthmus, landing at San Francisco June 13, 1849, from the steamer Oregon, on her second trip. He joined the throng of miners, and searched for gold over a year, averaging fifteen ounces per day. Coming then to Stockton, he started a bakery, when flour was $12.50 a barrel; in a few months it advanced to $50 per barrel and bread sold for 32 cents a pound. But Mr. Buffington was not the man to be limited to an underling's life. Being public spirited, he made his mark in the "city of the plains," which is yet strikingly visible. He organized the public schools of Stockton, was elected Superintendent and served as such from their organization until 1853, when he was elected Alderman. In

April, this year, he was elected Mayor of Stockton, and held this office one term of two years. Being also actively interested in the political interests of the country, he organized the first Republican club and was chosen its first President. He also served as superintendent of the Sunday-school for several years.

In 1857 he removed to San Francisco, and since then, for over a third of a century, he has been actively engaged in business and prominently identified with commercial and mining interests. He was elected member of the Board of Education of San Francisco, and served in this position several years. For a time also he was Registrar of voters, when the enrollment was in the different wards. In 1884 he changed his residence to Oakland.

He has been prominently identified with the Masonic fraternity for over thirty-six years, having become a member of Morning Star Lodge, in Stockton, in 1854, and he is a Knight Templar and a Thirty-third-degree Mason, Scottish rite.

March 8, 1843, Mr. Buffington married Miss Mary West Eddy, daughter of one of the oldest families of Providence, Rhode Island, and they have had two sons and three daughters.

WILLIAM ALLEN was born in Ireland, in August, 1824. When he was twenty-four years old he came to the United States and stopped about three and a half years in Maryland. In 1852 he started for California via Panama, arriving in San Francisco in May of that year. In 1854 he purchased a ranch of 212 acres, on which he has resided ever since. The land is devoted to the raising of grain.

Mr. Allen was married, January 16, 1871, to Jennie D'Olier, a native of Ireland, born about forty miles from Dublin in 1861. She came to Philadelphia, thence to California in 1868. They had three children, all of whom are dead. Their names are as follows: Mary D'Olier, who died September 7, 1879, at the age of seven years and eight months; William D'Olier, died September 4, 1879, when within one month of being five years old; and Jennie D'Olier, died September 13, same year, at the age of one year and six months. The children were all given the name of their mother. The death of each occurred within ten days of each other of that dread disease,—diphtheria.

Mr. Allen and his estimable wife are among the oldest residents of O'Neil Township, good, sociable people, and a credit to the community.

JOHN B. ALEGRETTI, proprietor of the Twelve-Mile House, Castoria Township, was born in Italy, in 1849. He came to America in 1862, landing in New York, remained but fifteen days, and took the steamer to San Francisco, where he remained for two years, then came to Stockton. He was engaged in fishing for the next eighteen years, catching a great quantity of salmon and sturgeon. In the year 1864 he made considerable money shooting antelope as they came to the San Joaquin river to slack their thirst. He purchased his place in the year 1881. It is a neat little grocery store connected with a saloon, situated twelve miles from Stockton, on the Durham Ferry road.

CHARLES H. GORDON, M. D., was born in Scotland, October 16, 1833, the son of William Gordon. He was educated in Christ School, London. He first studied medicine under Dr. Oldham, in London, with whom he was seven years, a part of which time was spent in several of the different hospitals of that city. He came to the United States in 1860, landed in New York, where he remained a while and finally enlisted in the United States army, and later became a Captain of the Third Rhode Island Volunteer Cavalry, assigned to duty in the Department of the Gulf. He passed through the Red River campaign and participated in all the engage-

ments of the Army of the Gulf. For nearly two years he was on the staff of General N. P. Banks. After the war he went to Mexico and accepted the commission of Major under General DeBordon of the liberal army under President Juarez. At the end of fifteen months he resigned his commission, came to Colorado, stayed a short time, and finally, in 1867, crossed the plains to California, arriving in Santa Fe in the winter. He went to White Pines and Virginia City, where he remained two years, practicing his profession with great success. In the spring of 1870 he came to Lodi, where he has been ever since.

Politically he is a Democrat and a politician of considerable importance; he has been in a great many both State and county conventions. During the last county convention held in Stockton, he was elected chairman.

He was married to his present wife in 1880; her maiden name was Emily Frances Stafford, a daughter of Beauford Stafford, who was the first sheriff of Nevada County. He was a Mississippian when the war of the Rebellion broke out, became a Colonel in the Confederate army, and was killed in front of Richmond in 1864. Mrs. Gordon is a native of Nevada County, California.

EDWARD F. GRANT, M. D., was born in Rochester, New York, December 19, 1852, son of Sidney and Adeline (Hayward) Grant, the latter a native of Massachusetts, and the former of New York and of Scotch descent. The Haywards date their history back to the time of the Mayflower and Plymouth Rock. Sidney Grant died in 1881, at the age of sixty-one years. The widow is still residing there at the age of sixty-eight years. In the family there were two children: Edward F. and Theodore W., the latter residing in Rochester, New York. Edward was raised in his native place and attended public schools there. He afterward attended a private academy for three years, preparing for college. He then entered Rochester University in 1870, and was graduated from that institution in 1874, at which time he had conferred upon him the degree of Bachelor of Arts.

He then went to Jackson County, Michigan, was married and went to teaching; he held the position of principal in the Union school for three years. In the meantime he entered upon his medical studies under his preceptor, Dr. S. P. Towne, of Jackson. In the fall of 1876 he went to Cincinnati, where he attended medical lectures at Pulte Medical College, and was graduated from there in the class of 1878. He then returned to Michigan and located in Hastings, Barry County, where he entered upon the practice of his profession. He remained there until 1881, when he came to California and established himself at Lodi, where he carries on a successful practice of medicine. He is a prominent and enterprising citizen, and a gentleman of courteous and genial manners, which have won for him many friends. He is a Mason, having first joined the order in Michigan in 1880. He is also a member of the K. of P.

He was married September 15, 1874, to Miss Eva A. Dake, a native of New York. They have three children: Sidney P., Elizabeth J. and Chester D. The Doctor has a fine ranch of 160 acres on the Mokelumne river, which is set out to a variety of fruit, such as grow prolifically in this county.

F. A. GRAVES, a farmer of Castoria Township, was born in Marion County, Missouri, March 18, 1833, where he remained until 1846, when he went to Wisconsin and engaged in teaming. In 1860 he came to California, landing in Shasta County, where he stayed one year. Coming to Stockton he worked at carpentering for four years. After two years absence from this county he returned and purchased the ranch on which he now resides, and has made a comfortable home for his aged mother and father. Henry B., his father, was

born in Virginia in 1809, and his mother, Lurena A. (Wilson) Graves, was also born in Virginia in 1814.

JOHN BUNCH.—In tracing the history of the Bunch family we find that they are of English extraction. The great-grandfather of our subject came from England and settled in Louisa County, Virginia, some time in the fore part of the seventeenth century. He was a soldier in the Revolutionary war. In that State they lived and died, with one exception,—David Bunch, who moved to Washington County, Indiana, in 1818. His two youngest children were born there. William, the father of our subject, was born in Virginia in 1804. He lived in Indiana until 1854, when he moved his family to Iowa, where he died in 1870. His first wife was Catharine McGreer, a Kentuckian by birth, who died in 1832; by her he had four children. His second wife was Elizabeth Barnett, who bore him three sons and two daughters. She died in Iowa in 1888, at the age of seventy-two years.

John, the subject of this sketch, was born in Indiana, July 23, 1826. He remained with his parents until he was twenty-two years of age, when he went to the Mexican war, enlisting in the Second Regiment of Indiana, and remaining in the service twelve months. After his discharge he returned to Indiana, and worked on his father's farm until 1850. October 3, the same year, he went to Iowa and bought several pieces of land, making his home there until he came to California. He was married there, March 4, 1852, to Miss Mary F. Wallace, a native of Tennessee. April 14, 1864, he left for California; he had a wagon drawn by an ox team, and a carriage drawn by two mules, in which the family made the journey. They reached this State September 2, 1864. They passed the first winter at China Camp, Tuolumne County, on what is called the Oak Grove ranch. He came to San Joaquin County, August 8, 1865, and a year afterward rented a place from Joe Davis, on which he stayed one year. Then he bought the place where he now resides, moving on to it October 11. It contains 280 acres of land under the very best of improvements, situated on the county road, running from the Eight-Mile House into the upper Sacramento road. He also owns eighty acres almost two and a half miles east of his home place. He is one of our most enterprising citizens, taking an interest in anything that portends to the public good. He has made a success in this State, which can be attributed to his own good management and business ideas.

His family consists of nine children, namely: Sarah F., Mary E., Charles P., David M., Ann Virginia, Julia C., Joseph W., Ida and Thomas.

AMERICUS MILLER ABBOTT, president and manager of the Relief Wind-mill Company of Stockton, was born in Maine, June 10, 1847, a son of Abiel and Eleanor Jane (West) Abbott. The father, born in Maine, April 18, 1811, learned the trade of stonemason and became a contractor in that line. He came to California in 1855, and after some time settled on a farm in Bachelor valley, being also interested in mines, the new water ditch and other enterprises. He was a justice of the peace at one time, and died March 20, 1877, in Searsport, Maine; the mother, born July 22, 1816, died in Stockton January 30, 1875. Grandfather Abbott, a soldier of the war of 1812, was killed in battle; the grandmother, Mrs. Abbott, died in Waldo County, Maine, at the age of eighty-seven.

A. M. Abbott received most of his schooling in Maine, with a few short seasons in this State after his arrival in 1861. After school days his chief occupation for several years was farm work, until 1868, when he abandoned that line of industry. He learned the trade of blacksmith, and about 1871 started a shop in this city. Besides the usual work in his line he did

considerable special work in the repairing of agricultural implements and machines. In October, 1875, he began to give exclusive attention to the construction of a windmill and pump, and also on some minor devices and improvements. In 1879 he formed a partnership for the manufacture of the Abbott windmill and the Abbott pump, together with tank and tank frames, under the style of Abbott & Williams. By the admission of Mr. Stowell the firm became Abbott, Williams & Stowell, and by the withdrawal of Mr. Williams, in 1881, it became Abbott & Stowell, so remaining until 1886, when they separated, Mr. Abbott continuing to make the windmills known by his name and Mr. Stowell the Relief windmill. In 1889 they consolidated both enterprises, which was incorporated under the name of the Relief Windmill Company, June 17, 1889.

The mill is said to be lighter-running than any others, which reduces the noise to a minimum, while its durability and simplicity of construction give it an advantage in reducing cost. These mills have been introduced everywhere on this coast, and is an evidence of their popularity, as well as durability. It may be instanced that on the great ranch of J. B. Haggin they have been gradually introduced until there are no less than sixty of them in use in 1890. It has been steadily improved from time to time, over a dozen patents have been obtained for various improvements, the result of close observation and experience in manufacturing. The Relief Windmill Company use wheels of four distinct designs, including the Davis Improved and a strong, durable and light-running steel wheel, which is giving special satisfaction to their patrons.

Mr. A. M. Abbott was married in Stockton in 1875, to Miss Sarah Ann Connor, born in Pennsylvania, August 24, 1842, a daughter of James Connor and his wife (by birth a Miss Mayberry). The father is still living, aged over eighty years. Mrs. Abbott died in this city in March, 1886, leaving four children: Mary Eleanor, born August 23, 1875; Charles Austin, November 3, 1878; Frederick Connor, May 7, 1881; Asa Americus, August 18, 1884. Mr. Abbott was again married in Stockton, March 17, 1888, to Miss Minnie Fuller, born in Illinois in 1862 and a resident of this State since 1874. Both her parents are living in this city.

Mr. Abbott is a member of Stockton Lodge, No. 23, A. O. U. W., also of I. O. O. F., No. 55. A. M. Abbott has four brothers: D. F., C. A., George W. and W. L. His sister, Mary Jane, the youngest of the family, now deceased, was married to G. G. Hillman, in 1874, and left two children: Nellie and Lizzie. Nellie, the eldest, died February 15, 1890.

T. BLANCHARD, farmer of Castoria Township, was born in New Hampshire in 1832, where he remained until 1850, when he started for San Francisco. He sailed from New York around the Horn; after a tiresome voyage of seventy-two days he arrived in San Francisco, April 4, 1851. He remained there one year working at odd jobs, then started on a mining tour all over California. After roving for four years he settled in Castoria Township. In 1855 he purchased the ranch on which he now resides, of 160 acres, fourteen miles from Stockton, on the Durham Ferry road. When he bought it the land was totally uncultivated; now it is well cultivated and improved, and he has had an inviting little residence erected on it.

He was married to Miss Sarah Houser, a native of Pennsylvania, born in the year 1849. They have seven children, viz.: Dora A., Charles E., Ada E., Emma B., Herbert D., Everett W. and Lester L.

W. H. BUTTRICK, a farmer of Castoria, was born in Massachusetts in 1831. When seventeen years of age he left that State for Illinois, where he remained until

1861, when he came to California, across the plains, with 300 head of horses. On arriving at Sacramento he at once went to work on the Sacramento levee, which he has the credit of building. He hauled the first load of dirt for the construction of the Central Pacific Railroad, on which rode Leland Stanford and Charles Crocker. In 1864 he went back to Illinois, returning with 300 more head of horses, bringing them this time to Stockton, where he became land agent for Captain Moss, in whose employ he remained for twelve years. Since that time he has been engaged in farming.

He married M. E. Noble in 1882, a native of Wales, born in 1833. They have one son—Fred. W.

MICHAEL BOWERS was born in Maryland in 1836, on Christmas Day, his parents being Anthony and Margaret (Johnson) Bowers, both of German descent. About 1843 or 1844 the family moved from Maryland to Ohio, settling in Darke County, where they both lived and died. Anthony Bowers was both a baker and a miller by trade; the former business he followed in the early part of his life, but after he moved to Ohio he turned his attention to milling; he owned a grist-mill at Jacksonville, Ohio; when he first took control of it it was a water and saw-mill. He afterward remodeled it into a steam mill, making many improvements, etc., carrying it on for ten or fifteen years. He afterward sold the mill and embarked in the mercantile business, in which he was engaged at the time of his death. In his family there were five children, namely: Michael, Anthony, Anna, Frank and Elizabeth; two of them, Anthony and Anna, are deceased.

Michael is the oldest of the family. He was brought up on a farm and taught how to work. In his eighteenth year, in 1854, he came to California, via the Nicaragua route, arriving in San Francisco from the steamer Nicaragua, May 1, after a voyage of about three weeks. He had but ten cents in his pocket when he landed, but soon found employment in the city wheeling brick in a brick-yard for $40 a month. At the end of four days he was taken sick and laid up for six weeks, but was not entirely confined to his bed, so found a place where he could milk cows and do other light chores for his board. When he was able to do hard work he remained with the same family, at $25 a month, working in a garden. He next obtained a position driving a butcher's wagon and helping to butcher at $50 a month. He remained here for six months, then made his way to Mariposa, where he stayed three months engaged in surface digging, about making his expenses. This was the first and only mining he ever did. He came to Stockton and was engaged at farm work by a man named Rank, in O'Neil Township, on what is now called the Tom Day place. He remained there about three months, when he left there, went to Stockton, and carried a hod for $4 a day, working on the public building then going up. At the end of six months he quit this work and hired out to Elijah Wilkins, working on his ranch, making $40 a month. He stayed there five years. He had saved his earnings and had a small capital on hand. He took this and bought out the interest of a man named Fry, who was in partnership with John Duffee, in a tract of 202 acres. Bowers & Duffee continued in partnership for a year, when they divided the land and stock and other farming equipments, Mr. Bowers taking the upper half, and there he has since made his home. The place is situated on the Waterloo road, eight miles from Stockton, and through the energy and industry of its owner is one of the most highly developed ranches in the county. The buildings, fences and other improvements are of the very best.

Mr. Bowers was married January 21, 1863, to Ellen Sheehan, a native of Ireland, but she came to the United States when very young, and to California in 1861. Their family consists of one daughter, Mamie A., born September 6,

1871. They have lost one son, Anthony, who died in 1869, at the age of two years.

JOHN COWELL, a farmer of Castoria Township, was born in New York State, January 2, 1842. He moved to Grant County, Wisconsin, in 1845, where he remained until 1861, when he went to the State of Nevada. A year later he came to Castoria township and purchased the farm where he now resides. It contains 1,133 acres. He is one of the largest grain-raisers in this section of the country; he has several threshing-machines run by engines, and does a great deal of threshing for his neighbors. He also raises some fine stock and some thoroughbred horses. He has a nice little home for his family, and takes a great interest in the education of his children. His wife, E. F. (Sanders) Cowell, was born in New York State in 1849. They have five children, namely: Hattie V., Ella A., Clara C., Mary E. and Otis M.

F. W. COWELL, a retired farmer, was born in New York State, January 3, 1837. In 1844 he removed with his parents to Wisconsin, where he remained until he started for California in 1860, across the plains. He arrived in Stockton after a four months' journey, November 1, 1861. He soon went to the sand plains of Nevada, where he married his first wife, who died leaving two children, namely: Ida, now Mrs. Tucker, and Mary A., now Mrs. Tubbs. He taught school in Union district, Nevada, where he had often to walk the distance of several miles from his school to Virginia city, through the snow. In the spring of 1863 he and his brother John went to teaming: they continued in that business for the summer and winter, and then returned to Stockton. Mr. Cowell went to work for Mr. J. Reynolds, remaining with him one month, then decided to go into business for himself. He rented a farm and did a prosperous business. He now owns two ranches,—one in Castoria Township of 1,440 acres of well-improved land, on which he resides, and another of 1,800 acres in Tulare Township. Both are devoted to the raising of wheat, barley and rye.

He married his present wife, Lorain (Dickinson) Cowell, in 1867; she was born in Wisconsin, September 9, 1844. They have two children, viz.: Frankie G., born July 17, 1877, and Eugene, born May 27, 1882.

ROBERT COFFEE, of Elkhorn Township, was born October 9, 1822, in Boston, Massachusetts, son of Roger Coffee, who was a mechanic by trade, and died in Boston in 1840 at the age of forty-three years. There were three children in the family, two boys and one girl: John, Ellen and Robert. Robert was raised in Boston, where he learned the machinist's trade, which he followed until he came to California. When he was but eighteen months old his mother had died, which event broke up the family and threw the children on their own resources. But he set out to learn his trade, and worked his way steadily upward. In 1849 he came to California, crossing the plains in company with the Bunston & Newton Joint Stock Company, numbering twenty-five persons. They purchased stock in Missouri and drove them across the plains. The trip occupied about four months. On arriving in Sacramento they divided their stock. Mr. Coffee went to Winter Bar, on the Mokelumne river, and spent five months in mining, then came to Stockton, where he remained until spring, when he returned to the mines. He spent two more years at that occupation, then came to this valley and went to farming. In 1853 he purchased the ranch on which he now resides. It then contained 160 acres; since then he has added to it and now has 240 acres. It was, when he purchased it, in a wild state, but is now in a fine state of cultivation. It is located about ten

miles from Stockton, and six from Lodi. It is devoted to the raising of hay, grain and stock.

Mr. Coffee has a pleasant home, and to-day enjoys his declining years in the county which he has helped to make what it is.

W. H. BILLINGHURST, a farmer of Elliott Township, was born in Genesee County, New York, February 18, 1834, a son of Daniel and Elizabeth (Hatch) Billinghurst, both natives of Genesee County, New York, who moved to Calhoun County, Michigan, in 1844, where they now reside. Mr. Billinghurst, our subject, started for California in 1863, by water, and after a voyage of twenty-four days arrived in San Francisco, November 16, 1863. He stayed in San Francisco but a short time, then went to Nevada, thence to Washington Territory. In January, 1876, he came to San Joaquin County and engaged in threshing, which he continued for two years. In 1878 he bought the place on which he now resides. It contains 300 acres of fine land, located about four and one-half miles northeast of Clements, on the river road. His principal product is grain, although he raises some fruit for his own use. He is a member of the order of Good Templars, No. 115.

He was married to Ella Freeman, who was born in Washtenaw County, Michigan, May 15, 1850, the daughter of Daniel Freeman, who died September 20, 1888, in San Joaquin County. Mr. and Mrs. Billinghurst have two children: Lee, a farmer, aged twenty-one years, and Bessie, aged fifteen years, living at home.

JOHN DRISCOL, a worthy and honorable citizen of San Joaquin County, was born in Springfield, Ohio, March 12, 1827, his parents being Jeremiah and Temperance (Alban) Driscol, both natives of Ohio. When John was about two years old the family moved to Indiana, settling three miles from La Fayette, where both the parents died. In the family there were eight children, four sons and four daughters, John being the oldest in the family. He made his home on his father's farm till he was about nineteen, when he went with one of his uncles to Cedar County, Iowa, where he remained about two years. He then made a short visit to his family in Indiana, then returned to Iowa, where he made his home up to the time that he started for the great West. In 1852 Mr. Driscol, with his wife and two children, started across the plains for California. The journey was made with ox teams, and occupied just five months to the day. They landed in Placerville, El Dorado County, in which vicinity Mr. Driscol worked in the mines up to the year 1857, having the success of the majority of miners, the money coming easy and going easy. The cost of living was high, and it took a good deal to supply the wants of a family. In the spring of 1857 Mr. Driscol went East, crossing the plains with horses, making the journey in about two and a half months. He went to his home in Cedar County, Iowa, and the next spring moved to Clarke County, where he purchased 120 acres of land and settled down to farming. There he remained about four years, during which time he was never satisfied, and as soon as he could he sold his land and again crossed the plains. He arrived in this valley in September, 1862. All he possessed was a span of mares and a wagon. One of the animals died a short time after. He had his family to support and it was necessary that he should find work in order that they might not want. He worked at anything that he could find to do, and finally in the same year he settled on the place where he now resides. He pre-empted 160 acres and as soon as the land came into market he entered it. Since that time he has been engaged in farming. He has at present 400 acres, all under cultivation, with the exception of eighty acres used for pasture. He has been a most successful farmer.

He was married in the winter of 1849 to

Sarah Ann Allen, a native of Ohio. She died in 1876, leaving eight children, all now living, namely: George, resident at Nelson Station, Butte County; Jacob Allen, El Dorado; William, John, Eliza Jane, wife of Charles Duston; Mary, wife of M. A. Sparks, residing in Galt, Sacramento County; Rachel, wife of S. D. Holman. Mr. Driscol was married to his present wife, Lydia King, a widow and a native of Pennsylvania, in 1879.

Politically Mr. Driscol has always been a Democrat, although he has never taken any active part in political matters.

RICHARD WOODS, a farmer of Elkhorn Township, was born August 10, 1822, in Marshall County, West Virginia, a son of George and Achsa (Birch) Woods, natives of Virginia, and residents upon a farm. In 1855 they moved to Iowa, settling in Linn County upon land obtained from the Government, and resided there until the father's death in 1863 at the age of seventy years. Richard, who was brought up to farm life, went to Iowa in 1853, two years before his parents emigrated there, and followed agricultural pursuits until 1862, when he came overland with ox teams to California, arriving here at the end of a six months' journey. On the way across the plains they were attacked by Indians, at the place known as the City of Rocks, north of Salt Lake; and although Mr. Woods and another member of the party were wounded, the forty whites put the 100 Indians to flight. On arriving here Mr. Woods purchased a squatter's right to his present home, and was one of the first to settle in this part of the county. Therefore he had wild land upon which to make all the improvements which exist there now, and will attest the good judgment, energy and economy of the proprietor. He has therefore been a judicious, successful agriculturist.

Mr. Woods was married in 1851 to Miss Mary A. Durbin, a native of Virginia and daughter of William B. Durbin. There are nine children having the following names: Adaline, wife of James Parrott; George A., Barbery J., wife of E. Sollinger; William M., Charles R., Carrie G., wife of V. J. Lucas; James A. and Melvin O.

GEORGE FAVINGER, a farmer of Elliott Township, was born May 10, 1833, in Montgomery County, Pennsylvania, his parents being Samuel and Margaret (Ryan) Favinger, both natives of Pennsylvania. George is the only one out of a family of ten children who came to California. When he was thirteen years old he went to Ohio, thence to Michigan, where he remained until 1869, when he emigrated to Wyoming Territory and on the 2d of May, 1870, started for California with the intention of purchasing a home. Soon after his arrival he bought 160 acres of railroad land situated about three miles northwest of Lockeford, and about six miles northeast of Lodi. At that time there was not a building on the place; so, having a large tent they pitched it under a large tree and lived there until their house was built. Mr. Favinger being a carpenter, it was not long before he had a comfortable little cottage built for his family, into which they moved and have remained there ever since. It is a quiet little home, partly hidden in a grove of trees. Mr. Favinger was married in 1854, in Ohio, to Miss Anna M. Barrett. He is a member of the Masonic order.

LELAND J. YOUNG, a farmer of Liberty Township, was born in Missouri, August 3, 1846, a son of William H. and Elizabeth (Zumwalt) Young, both natives of Missouri, who came to California in 1853, settling on a ranch on Dry creek, Sacramento County, about two and a half miles east of Galt; the

father died February 18, 1883: the mother is still living in Galt. The old ranch is being farmed by Beaugard Young, the brother of the subject of this sketch.

The subject of this sketch, Leland J. Young, came to California with his parents when six years of age, crossing the plains with ox teams. He remained on the home ranch until twenty-one years of age, then started out in life for himself. He bought a ranch of 160 acres on Dry creek, where he engaged in ranching until 1879, when he disposed of it and bought the place on which he now resides; it contains 320 acres of fine farming land, situated on the Woodbridge road, four and one-half miles from Woodbridge. He is a member of the order of United Workmen.

He was married August 27, 1867, to Miss Fanny Fuqua, a native of California; by her he has five children, two of whom are dead, their names are as follows: Ella F., Eva R., Frank Resert, William H., and an infant unnamed. His wife died in the year 1878. He was again married, to Mrs. Geneva Adams. They have had three children: Bessie, Lloyd and Clara.

JOHN D. WINTERS, a native of Boston, Massachusetts, is a son of Joseph and Sarah (McLean) Winters; the father a native of New Jersey and the mother of Scotland. The father was a blacksmith or shipsmith in the navy yard and followed that trade until his death, which occurred in 1843.

John D. Winters, the subject of this sketch, was raised on board a naval vessel, being placed there when seven years of age and remaining until twenty-one, when he joined the army in Florida and served five years, during which time he was in Louisiana and Mexico. He came from Mexico in 1848 to California, acting in the capacity of teamster and coming with the Government troops. They wintered at Los Angeles and he was discharged there in the spring of 1849. He came to Stockton in May and at once engaged in mining. In the fall of that year he came to the San Joaquin valley and started a public house in partnership with O'Neil. He remained at this until 1853, when O'Neil died: the property was sold and he went to his home in the East. In 1854 after returning from the States, he located on his present property, situated eight miles from Stockton, and has made his home here ever since. He has made all the improvements. The land is devoted chiefly to the raising of hay and grain.

Mr. Winters was married in 1865 to Miss Mary Wood, a native of Illinois. They have had eight children, four boys and four girls, namely: Dora and Cora, twins; Andrew J., Joseph B., Ruth E. Mary, Richard, and George B., deceased.

MRS. M. J. WHITAKER, wife of F. M. Whitaker, was born in Washington County, Arkansas, and came to California in 1861 with her parents. They purchased land in the San Joaquin Valley, making their home there. Mrs. Whitaker purchased her property in 1865, and in order to obtain a clear title had to pay for it thrice. She was married in 1863, to F. M. Whitaker, a native of Kentucky, who came to California in 1854. He was a blacksmith by occupation, but followed farming in the latter years of his life. He died in 1876, at the age of forty-four years. They had three children, namely: Anna V., wife of D. Merrill, a resident of Calaveras County; Sarah C. and Robert H. Mrs. Whitaker still superintends her own farm, which gives the appearance of a well operated and well managed farm. It is situated twelve miles from Stockton, just off the Cherokee Lane road. The produce is principally grain and stock. The subject is a thorough business woman and one who understands how to conduct the farm. Her home has the appearance

of neatness and comfort. Her husband is well remembered by all the old settlers, by whom he was much respected.

WILLIAM E. WHIPPLE, farmer, of Elliott Township, was born in Boston, Massachusetts, June 13, 1844, his parents being Edwin and Mrs. (Lewis) Whipple; the father a native of New Hampshire, and his mother of Vermont. When he was one year old his mother died, and his grandmother, who was residing in Stansted County, Canada, came and took him back with her to Canada, where he lived until twenty-one years of age.

In the year 1865 he came to California and joined his father, who had come in 1849, and encountered all the hardships of pioneer life in California. In 1850 he (the father) took up a fine piece of river-bottom land on the Mokelumne river, where he lived until his death, in 1885. Our subject, William E., being his only child, fell heir to the old homestead, which contains 257 acres and is situated on the Stockton road one mile from Clements. He is one of our prosperous farmers of San Joaquin County, and is well known and respected by all.

He was united in marriage to Miss Lucy Putnam, on the first of January, 1878. They have four children, three boys and one girl, viz.: Edwin A., George B., Nellie and William A., Jr.

CHARLES F. WAKEFIELD, farmer, of Elliott Township, was born in Oxford County, Maine, August 25, 1852, his parents being Henry S. and Lucy A. (Merrell) Wakefield, both natives of Maine. His father was born in 1818 and died in 1860, being killed by a falling tree. In the family were three boys, the subject of this sketch being the only one in California.

Charles F. Wakefield remained in his native town until he had reached the age of eighteen, when he came to Merced County, California. He was employed there by the Cressey Brothers, farming for them four years. He then visited his old home, staying there five years. In 1850 he returned to California; in two years went East once more, and was married to Miss May Watson, whom he brought to California with him in 1882. They rented a farm and settled on it, and in 1883 bought a farm of 160 acres, situated between Elliott and Lockeford, about two and one-half miles from the former place and three from the latter. It has the appearance of being a well conducted farm, and all the improvements on it he has made himself.

JOHN H. TONE.—There is no part of the history of San Joaquin County that is more interesting than that which relates to the deeds and events that have come under the observation of the old pioneer. The main credit of the marvelous growth and development of this State must be attributed to that class of people—brave, sturdy and willing to endure any and all hardships, the strength of whose early manhood has been spent here. Such a man preeminently is the subject of this sketch, who is among the few of the '49rs who have turned to success their hard labor and early advantages. He is a native of New York city, born March 19, 1826, where he was raised and grew to manhood. His father, Richard Tone, was a native of Ireland, and in 1816, when he was a young man, he emigrated to the United States and settled in New York. He was what might be called a general contractor by business and followed that all his life, also carrying on farming to a certain extent, especially raising garden vegetables for the New York market. He died in 1848, at the age of fifty-one years. The mother of our subject was Mary (Madden) Tone, also a native of Ireland. She died in 1878, at the age of seventy-six years, the mother of eleven children, five sons and six daughters.

There are three sons and three daughters now living, the subject of this sketch being the only one in California. Part of his younger days was spent in driving teams, and for a time he was engaged as foreman in building a branch of the New York & Erie Railroad. For a year and a half he was on the police force in New York city. One day he said to his captain, "Captain, I'm going to California." At that time great excitement reigned there on account of the discovery of gold in California. February 8, 1849, he left the city with a party who were all bound for the same destination. They came via Philadelphia, Baltimore, Cincinnati, down the Ohio and Mississipi rivers to New Orleans. There they took a vessel across the Gulf to Brazos, where they intended to land, but that port being quarantined they had to proceed up the Rio Grande river as far as Camargo on the Mexican side. Cholera had broken out in the party, and sixteen of them died of the disease, and one of them afterward died of fever. From there they took the old trail that General Taylor traversed during the time of the Mexican war, camping at San Diego. From there some of the party came by water, and some by land. As Mr. Tone said, they came round the Horn by land and it was a tedious trip.

After arriving at French Camp most of the boys went to mining, while Mr. Tone and two or three others went to packing to the different mining camps. The prices that had to be paid for provisions at that time would seem almost incredible; almost everything sold for a dollar a pound, and some things even higher than that. Mr. Tone engaged in mining at the end of ten months, which industry he followed for three months; then, the dry season coming on, nothing could be found but dry diggings; so he came to this valley and concluded he would go to farming, and accordingly located on the place where he now is. The ranch contains 480 acres of land, which is under the best improvement and is situated on the northeast corner of O'Neil Township, eleven and a half miles from Stockton.

Mr. Tone was married in 1855 to Alice Walsh, a native of Dublin, Ireland, who came to the States with her parents when she was a mere child, and to California in 1853. Their family consists of seven children: Mary, wife of John T. Doyle, residing in Stockton; Margaret, wife of Sam Storer, of Tulare; Alice, John, Catharine, Ella and Anna.

Politically Mr. Tone was formerly an Andrew Jackson Democrat, but since the war has been a good advocate and strong supporter of the Republican party. He has been a hard-working man and his own energy and perseverance have been two of the great causes of his success.

GEORGE W. WETHERBEE, a farmer of Castoria Township, was born in New York State in 1865. He went with his parents to Wisconsin when a lad and remained on their farm until fifteen years of age. In 1877 he came to San Joaquin County and at once went to work on a farm for H. W. Cowell, mentioned elsewhere in this book, for whom he worked five years. He then went to Merced County, where he farmed for some time. Returning he again went to work for Cowell, remaining with with him for two years. At the end of that time he bought the place on which he now resides, situated eleven miles from Stockton and three miles from Lathrop. He is principally engaged in the raising of stock and grain.

He was married in San Joaquin County, to Miss Eva Litchfield, daughter of Albert Litchfield, who was born in Illinois, in 1867. They have one son, Clarence H.

JAMES E. THOMPSON, a farmer of Elliott Township, was born in Washington, Arkansas, March 19, 1839, his parents being James E. and Mrs. (Simpson) Thompson, who had a family consisting of twelve children, six boys

and six girls. Four of the sons and one daughter reside in California. When the subject of this sketch was eleven years of age he started across the plains with his parents. They came with a wagon train consisting of twenty-eight wagons; their first stopping place was Woodbridge, where he remained eighteen years. During that time he accumulated considerable property. Mr. Thompson's ranch, on which he now resides, is situated on the lower Stockton road, about thirteen miles from Stockton and five miles from Lodi. It contains 160 acres; he bought it in 1873 and since that time has many improvements, making a very pleasant homestead.

He was married to Angeline Pope, April 4, 1867. They have three boys and two girls, namely: Johnnie C., Mary C., William H., Amelia and Bertie E. Mr. Thompson has been an industrious man and succeeded in accomplishing much although in a new country, and well deserves his reward.

LYMAN TITUS was born in Lamoille County, Vermont, January 17, 1831, his parents being William C. and Amy (Lawton) Titus, the former a native of Vermont and the latter of New Hampshire. In 1853 the family came West and settled in Greene County, Wisconsin, where they made their home up to 1876, when they came to California, where Mrs. Titus died, in the summer of 1885, at the advanced age of eighty-six years. William Titus is still living, making his home with his son Lyman. He was born in June, 1799. In his family there were originally nine children, of whom seven grew up to manhood and womanhood. Three of the children are residing in California, two besides the subject of this sketch.

Lyman Titus was raised in his native State. As soon as he was able to perform manual labor he was put to work on his father's farm. When his family moved to Wisconsin, he remained one year in Vermont, then followed them and made his home with them until he was twenty years of age. He followed farming for eight years. In 1862 he came to California, making the trip across the plains with horse teams; he crossed the Missouri river on the 24th of May and arrived at Carson City, Nevada, after a journey of three months. They then made their way to Sacramento, and a few days later came to a place between Elk Grove and Galt, where they stopped awhile and came down to this valley in the following winter. The next spring Mr. Titus homesteaded his present place, then consisting of 160 acres, since increased to 240. He has also a ranch of 180 acres in Sacramento County, and 160 acres in Tulare County.

Politically Mr. Titus is an earnest supporter of the Republican party and takes considerable interest in the political issues of the day.

He was married March 22, 1863, to Adelia Rattan, a native of Wisconsin, daughter of Jarvis Rattan, a resident of Sacramento County. They have a family of five children: Lily May, born August 28, 1866; Arthur, August 15, 1868; Louis, March 6, 1872; Edith, April 3, 1874; and Ina L., October 9, 1876. During the number of years Mr. Titus has been a resident of this State, he has on the whole been a successful farmer. Coming here when an excellent opportunity presented itself, he was one to turn to advantage everything that showed up in a favorable light.

HERMAN W. V. TECKLENBERG, a native of Holstein, Germany, was raised in his native country up to the age of fifteen, when he went to sea, following a seafaring life for about fifteen years. On one of his voyages he came to California, in the spring of 1861, and remained here about ten years, engaged in boating on the bay. In 1871 he came to Elkhorn Township, San Joaquin County, and purchased his present property of 160 acres, situated three miles from Lodi, on the Cherokee Lane road. The farm is devoted to the production of

hay and grain. There is a small vineyard for family use.

Mr. Tecklenberg was married in 1869 to Miss Margaret Jurgens. They have a family of seven children, two boys and five girls. He is a member of the I. O. O. F., Lodi, No. 250. When Mr. Tecklenberg first came to California he had had no experience in farming, but the appearance of his ranch showed that he was a man of ability and enterprise. He has two brothers in California, one a resident of San Joaquin County.

ARTHUR THORNTON, proprietor of the New Hope Hotel, was born in Scotland in 1838, a son of William and Mary (Kennedy) Thornton, both natives of Scotland, who came to America in 1852 and settled in Iowa. In 1884 they moved to Kansas, where the mother died; the father was buried on the plains in 1854. In 1854, Arthur, the subject of this sketch, started across the plains, in the employ of the Government, for California; got as far as Salt Lake City, where he remained for the winter. May 5, 1855, he again set out on his journey. He had been commissioned by the Government to take some horses, wagons and mules to a fort, where he remained from the 3d of July till the 6th. He again set out for the golden hills of California, arriving in Benicia, where he left the employ of the Government and went to work at odd jobs for wages. He then went to work on the steamship Oregon, plying between San Francisco and Panama. Arriving at Panama, this ship was disabled, so he came back on the Golden Gate. On his arrival he came to this section of the country, and worked on a cattle ranch for a short time. Next he went to Stockton to learn the blacksmith's trade, but did not finish it, although he picked up a great deal and could do the work fairly well. Returning to this county he worked two more years on the same cattle ranch on which he had been before going to learn the trade of blacksmithing. He next went to Woodbridge, where he bought a saloon and blacksmith shop and worked with the blacksmith he employed. A year later he went to San Luis Obispo County, where he went into the stock business and worked on a ranch two years, then came back to this county and bought land in the neighborhood of New Hope. He runs a hotel, blacksmith shop and general mercantile business. He owns 400 acres of well improved land in Union Township.

His wife, Emma (Graves) Thornton, was born in Jefferson County, Ohio, in 1842, daughter of George and Phœbe (Dunham) Graves; the former a native of Scotland, who died in California, in 1849, and the latter a native of Massachusetts, who died in Ohio. Mr. and Mrs. Thornton have had six children, namely: Verne M., born January 1, 1871; Clara B., April 10, 1872; Maggie F., August 8, 1875; Jesse C., November 13, 1878; Alice T., May 10, 1881; and Georgie, October 8, 1876, died February 22, 1879.

WILLIAM H. SNOW, proprietor of hotel Collegeville, was born in New York State, May 6, 1833, son of Samuel and Melissa (Kelsey) Snow; the father was born in New York State in 1796 and died there in 1871; the mother was born in the same State in 1810, and died there in 1844. William, the subject of this sketch, remained in his native State engaged in farming until twenty-three years of age, when he went to Illinois, where he remained until 1861. In that year he started across the plains with a train commanded by Captain Moss, for California; after a trip of five months they arrived at French Camp. He went to Sacramento and was there engaged as a foreman of the building of the levee. In 1864 he went to Montana and to Idaho; returned to Sacramento in the fall of 1865. He was married that winter to Miss Sarah A. Adams. He then came to Collegeville, this county, and engaged in the hotel business and also the butcher

business; of late years he has devoted the whole of his time to his hotel and to farming. He owns seven acres on which the hotel stands, and farms a quarter of a section of land, the principal product of which is wheat.

Mr. and Mrs. Snow have five children, viz.: William S., born October 14, 1867; George E., March 19, 1872; Belle B.; April 4, 1876; Adda M., June 19, 1881; and Charley D., January 5, 1886.

JOSEPH TAYLOR was born March 10, 1856, in Elkhorn Township, San Joaquin County, the son of James and Mary (Fraser) Taylor, both natives of Scotland. (See sketch of the mother and father for genealogy.)

Joseph was raised on the farm on which he was born, and still remains on a portion of it, of 240 acres situated on the Stockton and Sacramento road, twelve miles from Stockton and two from Lodi. He does a general farming business.

Mr. Taylor was married September 13, 1879, to Miss Anna F. Buckley, daughter of E. D. and Margaret (Shay) Buckley, now residents of Oakland, who came to California in the '50s. Mr. and Mrs. Taylor have one child, a daughter, named Gretta. They have a neat and tidy home, one that will attract the attention of any one who admires a well-kept place. Mr. Taylor is a person who, once met, is not easily forgotten. His home is made pleasant by his sociability and hospitality.

ANDREW J. TAYLOR was born in Rutherford County, Tennessee, March 21, 1829, his parents being Stephen and Jane (Wade) Taylor. The father was a farmer by occupation, and lived and died in Tennessee. The subject of this sketch was raised on a farm and remained at home till eighteen years of age, when, in 1847, he went to Arkansas and purchased land near Batesville, Independence County, where he remained ten years. He sold out in 1857 and started for California, crossing the plains with an ox team and arriving at Marysville after a six months' journey. He came to Stockton and purchased in October, 1858, the ranch on which he now lives. It was at that time in a wild state, and Mr. Taylor, by his own industry and economy, improved it until he has now one of the best ranches in the county. It contains 160 acres of choice farming land, situated six miles from Stockton, on the Davis road. It is devoted to producing hay and grain.

Mr. Taylor was married in 1845, to Miss Martha A. Webb, a native of Tennessee.

MRS. MARY SMITH was born in England, February 21, 1835. In 1855 she sailed for California with her parents. They landed in New York; took passage on the steamer Star of the West, to the Isthmus. In order to cross the Isthmus her father, Peter Curtis, secured an open wagon, being totally unaware of the intense heat they would have to encounter. They would never have reached their journey's end had it not been for her father, who exerted all his strength in helping the mules to draw the wagons up the hills. The heat was terrible, and Mary, our subject, came very near being sun-struck. They were eight hours in crossing the Isthmus — from eight o'clock in the morning till four P. M. After a long, tiresome journey by water they reached San Francisco on the 6th of May. They stayed there but a short time, then went to Stockton, and soon bought the ranch where she has resided ever since. It contains 320 acres, and is situated in Castoria Township, about three miles from French Camp and seven miles from Stockton. She owns two more ranches of 160 acres each; one is two miles south of her present home, and the other in Elliott Township, near Lockeford. They are all finely improved farms.

Our subject was the wife of F. H. Smith, a native of Dayton, Ohio, born in 1828. He

came to California in 1848; had been here but a short time when he was employed by the Government at $12 a day. At the end of three months he went to the mines, where he was very successful. He spent the greater part of his life in farming. He was married July 17, 1855, to Miss Mary Curtis; they had a family of eight children, viz.: Walter, Florence, George, Peter, Sarah, Bessie, Philip and Alfred. November 8, 1885, F. H. Smith died, leaving his wife and children well provided for.

P. G. SHARP, a farmer of Castoria Township, was born in Hudson, New York, in 1815. Leaving New York he went to Ohio, where he remained until 1849, when he started for California with a company called the Belleville Mining Company, of which he was the organizer and the principal moneyed man. The company was composed of some twenty people, and they crossed the plains with mule teams, arriving at Hangtown, where they intended to do some digging, but, for some cause or other, they decided to sell off everything and divide the proceeds between them. In this they had the advantage of our subject, as he had furnished almost everything in the first place, and now received but a twentieth share of his investment. He and his brother went to mining, however, and had good luck, making $10 a day. At the end of two weeks the subject of this sketch determined to go to Mariposa. He was the first white man to cross the intervening mountains with a team. On reaching Mariposa he and another man built a cabin together, intending to put in a stock of provisions, but a heavy snow prevented them, and he sold out his part of the cabin to a man, named Powell, for $300; he also sold 600 pounds of flour he had on hand to the same man, at $1.25 a pound. He then bought a team and went to freighting goods for a man named Blackburn. He hauled $1,600 worth of goods, and then Blackburn busted, owing him the sum of $1,600, for which he took his note, but it is needless to say that he failed to get the money. During the years 1849–'53 Mr. Sharp had very bad luck, and lost in all $17,000.

He was married in Bellville, Ohio, in 1862, to Miss Woodburn, and they have two daughters: Sophia and Emma.

F. C. SCHMIDT, a farmer of Elliott Township, was born December 22, 1849, in Germany, the son of Hans and Annie Schmidt, both natives of Germany. The father was born in 1795, and died in 1845. He was a blacksmith by trade, and never left his native country. The mother was born in 1819, and died in 1879.

Mr. Schmidt, the subject of this sketch, came to California in 18—, settling in Salinas, Monterey County, where he remained eleven years, engaged in blacksmithing, at which he received $2 a day. In 1884 he went back to Europe, where he was married to Leana Jessee, who was born in that country October 6, 1854. He returned with his bride in 1885, and bought a ranch in San Joaquin County, which contains 155 acres. The principal product of the farm is grain. Mr. and Mrs. Schmidt have three children, as follows: Amelia C., born March 15, 1885; George H., April 11, 1886; and Katie, March 31, 1888.

JAMES T. SALMON, farmer of Castoria, was born in Grant County, Wisconsin, in 1833, his parents being Cutler and Jane (Rundle) Salmon. He was reared and educated in his native State. At the age of twenty years he came to California, crossing the plains with horses and ox teams, and landing in Hangtown, where he stayed but a short time. Coming to San Joaquin County, he bought the ranch upon which he now resides. It consists of 347 acres, and is situated on the French Camp road, about

six miles from Stockton. He is engaged in stock-raising and farming.

In 1858 he was married to Nancy J. Sperry, who was born in Wisconsin in 1838. They have a family of six children, viz.: William, Charles, James, Burdette, Ardella and Fred.

CHARLES ALBERT RICH, a merchant at Lodi, is a native of Waterport, Maine, born October 20, 1853, his parents being George W. and Ann Rebecca (Camp) Rich; the former, a merchant by occupation, was a native of Winterport, where he resided and carried on business up to 1850, when he came to California, which was then the center of a large immigration. He came via Panama. He spent some of his time in the mines, but worked at his trade, that of machinist, the greater part of the time. At the expiration of a year or two he went East, where he remained until 1859, when he returned to California with his family, locating in San Francisco, and working at his trade in the Globe foundry, where he remained about two years. In 1861 he located on the Calaveras river three miles north of Linden on what is known as the Old Camp ranch. The ranch contains 320 acres. He made his home there until 1867, during which time he did some work in the foundry in Stockton. Mrs. Rich was a native of Vermont and moved to Bangor, Maine, when quite young; she was there married to Mr. Rich. She died in 1866 and in 1867 Mr. Rich with Charles A., his son, went back East, returning to this State in 1878; Mr. Rich died in San Francisco in 1879.

C. A. Rich, the subject of this sketch, is the only living member of his family. When quite young he joined his father at Covington, Kentucky, where the latter was in the machine business and went into the business with him. While there he also turned his attention to telegraphy. In 1875 he went to Illinois, and was stationed principally at Beardstown as telegraph operator for the Rockford, Rock Island & St. Louis Railroad, remaining in the employ of the company for over a year. On account of the severe malarial climate, he was compelled to leave there, coming back to California in the winter of 1877. He located in Stockton and engaged in tending hay scales, which his grandfather Camp had built in opposition to other parties. He afterward went into partnership with another gentleman in the manufacture of soap; the business not proving a financial success he came to Lodi in 1878. July 20 he organized his general mercantile business, which he has carried on ever since. He is the oldest merchant now in business in Lodi. September 15, 1884, he was appointed agent for Wells-Fargo, but was agent a year before this, having met C. O. Loory, the former agent, and taken the commission from his hands, before getting the appointment himself. August 1, 1888, he was appointed agent for the Pacific Postal Telegraph Cable Company, which he has been running ever since. As a business man Mr. Rich has always assumed a careful and safe system of conducting his affairs, which has won for him the confidence of all and established him as a successful business man. He is a gentleman, kind and courteous to all. In the welfare of Lodi he has always taken great interest, and in the building up of this little city great pride. He is a prominent member of the K. of P., and the Odd Fellows, and has held some of the principal chairs in both lodges.

Mr. Rich was married, October 1, 1879, to Minnie A. James, daughter of T. J. James: she is a native of California. They have two children: George Albert and Fred Arthur.

L. W. ROBBINS & CO.—No more pleasant task is accorded the local historian in chronicling the business history of a city, than that of narrating the success of young men, who, starting in life without financial backing, make their way to the front rank in commercial circles by their own efforts, and

through their own business abilities. Such a one is L. W. Robbins, who has in a short space of time built up a trade extending to the remotest corners of San Joaquin County. The following facts in regard to him therefore become of general interest.

L. W. Robbins is a son of Henry P. and Ann (Osgood) Robbins, and he was born during the progress of their trip overland to California, on the 13th of August, 1859, after they had passed through Utah. His father was a native of England, who came to America in 1850, locating at Council Bluffs, Iowa, where he followed his trade, that of cooper. He afterward removed to Utah Territory, and there resided until 1859, when he came to California with his family by ox team. In 1860 he came to Stockton and located at the corner of Clay and American streets, where he carried on cooperage and wine-making and dealt in fruit. There he carried on business until his death, which occurred in 1872. His wife had died in 1868.

L. W. Robbins, with whose name this sketch commences, was reared in Stockton, and educated in her public schools. After completing his schooling he engaged as clerk with D. J. Lewis & Co., butchers, with whom he remained over a year, following this engagement one year in the same capacity with James M. McCarthy, retail grocer. His next employment was in the manufacturing works of Matteson & Williamson. After quitting their employ, he was for seven years with C. E. Perkins, whom he succeeded in business.

Mr. Robbins was married in this city, October 17, 1886, to Miss Cora Stine, born at Tomales, Marin County, this State. They have one child —Alma.

Mr. Robbins is a prominent member of Charity Lodge, No. 6, I. O. O. F., of which he was Noble Grand in 1885 and Representative to Grand Lodge in 1886. He is also a member of the Rebekah degree lodge; an active member of Centennial Lodge, No. 38, K. of P., and has held the post of Sub-Chief Ranger in Court San Joaquin, No. 17862, Order of Foresters.

The business which Mr. Robbins is so successfully conducting was started in early times by H. S. Sargent. He was succeeded by C. E. Perkins & Co., and that firm by Mr. Robbins, who has carried on the business since 1885. A large trade is done by mail orders, extending as far as Fresno south, and east to Sonora and the mountains. A large proportion of the more prominent ranch operators of San Joaquin County trade exclusively with this house in its line, and the store on Hunter street square is at all times a busy hive of industry. Mr. Robbins handles only the best goods, from the most responsible manufacturers, and has made his reputation by his method of carefully looking out for his customers' interests.

Mr. Robbins is certainly one of the most progressive of Stockton's business men, young or old, and well merits the success which has attended his efforts.

GEORGE A. GRAY.—In connection with the mercantile interests of Stockton, but few are more widely or favorably known than the gentleman whose name heads this sketch, and who is associated with the firm of L. W. Robbins & Co. He is a native of Canada, born at Cowensville, near Montreal, July 4, 1852, his parents being John and Margaret (McClay) Gray. Both parents were born in Scotland, and the father, a native of the town of Cullen, learned the tailor's trade in early life, but afterward followed the vocation of buying wheat for mills. When the subject of this sketch was a mere infant his parents removed to Sparta, Illinois, and there he was reared and attended school. When a boy he was for two years a deputy in the postoffice at Sparta, and after that served an apprenticeship at printing in the office of the Sparta *Plaindealer*. He next learned the trade of shoemaking, which he followed there until twenty-one years of age, then went west and followed his trade there. Among the cities in which he was so engaged

were Kansas City, Topeka and Wichita. He was in the latter place during its second year, when there was but little indication of its growth to its present position. He remained in Wichita about three years, then went back to Illinois, where he remained until 1878. In the latter year he came to California and located in Stockton. He worked here with Thomas Hersey, after which he became United States mail agent, running between San Francisco and Los Angeles. Later he entered the employ of Nolan in the shoe trade, at first as a workman, afterward as a salesman. Since 1887 he has been with the grocery house of L. W. Robbins & Co., on Hunter street square.

Mr. Gray was married at Sparta, November 17, 1876, to Miss Anna Gossuch, a native of that place. They have one child, John Crane Gray. Mr. Gray has taken an active part in Charity Lodge, No. 6, I. O. O. F., in which he has passed all the chairs. He was Noble Grand in 1884, and representative to the Grand Lodge in 1885. He also belongs to Charter Oak Lodge, K. of P. In politics he is a Republican. Mr. Gray has made a large number of warm friends since locating in this city, and there is not a more popular man connected with the mercantile trade of Stockton.

BUTLER SALMON a farmer of Castoria Township, was born in New York in 1809. His father, John Salmon, was a native of New Jersey, and of German descent; and his mother's maiden name was Sarah Skellinger. The family moved to Ohio in 1814, locating in Coshocton County. John Salmon died in Indiana, where he afterward moved. In 1825 the subject of this sketch went to Kentucky, and two years later to New Orleans, and in 1828 to Wisconsin, which State he left in April, 1853, for California, being six months on the journey. Mr. Salmon did all the cooking for the party on the way, except three meals. The trip was very enjoyable; their route was by Fort Laramie, Fort Bridger and Salt Lake. Mr. Salmon located on the place which he still occupies. It now consists of 1,006 acres. The celebrated gas well, 1,250 feet deep, which Mr. Salmon has been using for all domestic purposes, was discovered in 1883, while boring for water. It was on the 17th day of August, that year, that he took the augers out of the well, and the flowing of gas created great excitement in the neighborhood, as it was the first in the State to be utilized for domestic purposes, and it created a great gas boom in the San Joaquin valley. At a depth of 280 feet the augers passed through a mass of drift-wood; the bark was identified as that of redwood.

Mr. Salmon married Miss Jane Reynolds, who was born in Nicholas County, Kentucky, and a daughter of Richard, a native of South Carolina, who emigrated to Grant County, Wisconsin. Mr. and Mrs. Salmon have ten children, of whom only four are now living, viz.: Glendora P., James, Mary and Elizabeth.

AUGUSTUS RHODEN, a native of Russia, was born February, 1827. He was reared in his native country, and there learned the carpenter's trade. In 1848 he came to America, sailing from Bremen to New York. He went to Maryland, where he remained about two years, working at his trade. He then started for California, coming via the Isthmus and landing in San Francisco. He came to Stockton with the last 50 cents he had, which was borrowed money at that. There he went to work at his trade, following that occupation until 1865, with the exception of two seasons spent at Folsom. By his hard work, economy and industry he accumulated a considerable amount of money. His present property he took as pay for hard work, as he could not get the money. In 1865, his health being poor, he was obliged to leave the shop, and hence came to his ranch, where he has remained ever since. He has made all the improvements, and

the property is to-day in a fine state of cultivation. It contains 320 acres, which is devoted to general farming.

Mr. Rhoden was married in 1862 to Miss Cecilia Rock, a native of Ireland. They have four children living, three boys and one girl, and two deceased. The living are: Joseph, Linus, Susie and Daniel.

WILLIAM H. POST.—The large number of travelers and tourists who visit this State every year will, in many instances in the course of their travels, pay a visit to the great San Joaquin valley. Here will greet the eye a vast stretch of country, thickly settled by a class of people who in point of thrift and economy are the exponents of our best classes of society; land covered with vast fields of grain, together with orchards and vineyards which are a marvel to the whole country. The question will naturally be asked, How came this to be so? In answer to this a great many things must be consulted and taken into consideration, and underlying all the main credit must be given to those old pioneers who first emigrated to this far-off land in the early day. There are none more fitting of special mention, as a remarkable type of those sturdy veterans, than William H. Post, the subject of this sketch. He is a native of Southhampton, Long Island, where he was born March 16, 1821. When he was nineteen years of age he shipped before the mast on the whaling vessel Nimrod, bound for the Indian Ocean, a full-rigged vessel with a tonnage of a short 300 tons. While out on this voyage the ship was filled with oil in thirteen months. William was a stout lad and could pull an oar with any of the older seamen, and in consequence of this, and being on good terms with every one on board, was rather a favorite with them. When the vessel was full she returned to Sag Harbor, Long Island, the port from which she had sailed. His next voyage was also to the Indian Ocean, on the bark Gem, commanded by Captain Worth. On this voyage William was given the position of boat steerer. After a trip of eleven months the vessel returned with 3,200 barrels of oil. His third voyage was on the ship Illinois, which sailed from Sag Harbor for Kamtschatka, on the Siberian coast, making the voyage around Cape Horn and being out eighteen months, and returning with 3,000 barrels. His next voyage was in the same ship, as second officer, bound for the same place. They remained twenty-five months, and obtained a little over 2,500 barrels, some of which was got near New Zealand, on the way home. While on this voyage, making a stop at the Sandwich Islands, he came very near leaving his ship and coming to California, before gold was discovered. Upon returning to Long Island, it was not long before he received the news of the discovery of gold. A number of his friends who were almost all sailors, some being officers, organized a company and bought the Sabina, a full-rigged vessel, and after taking a few passengers, set sail from Sag Harbor, February 9, bound on one of the most interesting voyages he was ever on. After being out at sea three days they encountered a severe storm, it being so rough that if the crew had not all been experienced seamen she would certainly have been lost. By skillful management she was brought safely through, and they made such repairs as they could until arriving at St. Catharine, on the coast of South America, where they stopped and gave the ship a general overhauling. August 9, 1849, they reached San Francisco.

As stated before, they were a joint stock company, and by the articles of agreement were all to stay together and work for the interests of the company. They had on board a large stock of provisions, which they intended to open on shore and sell while engaged in mining. During the three days they stopped in San Francisco they had considerable trouble in keeping the crew together; finally they procured a a pilot for their vessel, and sailed up the bay to

the mouth of the San Joaquin river. Their's was the first three-masted ship that, up to that time, had come up so far. While opposite the fort of Benicia they were fired upon and compelled to lay to, under the pretense of finding whether the boat had been entered at 'Frisco. However, the ship remained there, and some of the goods were taken up to Sacramento in small boats with the most of the crew, leaving a few behind to look after the ship. At Sacramento they bought six mule teams and went up to the mines. Our subject was left behind on the banks of the river. While there, enjoying a bath in the water, he was taken with a terrible cramp in the stomach, and for some time was very near death, the sickness finally resulting in chronic diarrhœa. This trouble continuing with no signs of improvement, he finally took passage on a ship bound for the Sandwich Islands, which resulted in his entire recovery. From the Islands he took the position of officer on the ship Deucalion, bound for Sydney, Australia. After being loaded with her cargo, she sailed again for San Francisco, where she arrived on the 9th of August, just a year after their arrival the first time. Mr. Post then discharged the cargo, remaining with the vessel all winter, up to the following March. This was the last of his experience on the sea, with the exception of one voyage to New York, via the Isthmus, in 1851, returning to California the same way the following May.

In March, 1850, after leaving the ship at San Francisco, he started for the mines and spent about a year and a half there. In October, 1853, he settled on the ranch where he now resides, containing 300 acres, situated on the Cherokee Lane road, nine miles from Stockton, where he has made his home ever since. In 1883 Mr. Post made a trip to New York, and spent four months in visiting among his old friends. His farm is principally devoted to grain-raising, besides having some fine grades of stock, particularly horses. Politically he was raised as an old Henry Clay Whig, many of the principles of this party sticking to him yet. Since the organization of the Republican party he has affiliated with them.

Mr. Post was married on Long Island in 1848 to Miss Ann White, a native of that place, who came to this State in 1854. They have a family of two sons, both residing in this county.

REUBEN PIXLEY dates his birth March 2, 1842, in Genesee County, Michigan, the son of Theron and Sarah (Brannack) Pixley. Theron Pixley, the father of the subject, was a farmer by occupation. He was a native of Ohio, but went to Michigan when a young man and was one of the early settlers of that State, and took his land from the Government. He remained there until 1849, when he came to California, crossing the plains, and returning East in 1852, where he remained but a short time, when he returned again to California and located in San Joaquin County; there he remained until 1888, when he removed to Washington Territory, where he now resides. Mr. Reuben Pixley was born on a farm and remained at home until twenty years of age, when, in 1856, he came to California via the Isthmus, sailing from New York on the Atlantic. He landed in San Francisco, where he remained but two days, when he went to San Joaquin County, where his father was located on a farm. He remained here until 1861, when he enlisted in the United States army, going to Salt Lake, where he was quartered for four years, at the end of which time he returned to San Francisco (January 9, 1865). Thence he returned to San Joaquin County, where he has been a constant resident ever since. He purchased his present property, consisting of 160 acres, in October, 1873. It is under a superb state of cultivation, and improved with the very best of buildings. Mr. Pixley does general farming, raising hay, grain and stock. He was married in 1868 to Miss Mary Briggs, a native of Illinois. They have two children, a girl and a boy, viz.: Ora E. and Chester B. Mr. Pixley is a

member of the I. O. O. F., of Lodi Lodge, No. 259, and also Lodi Grange. He is a practical farmer and plainly shows the early training in that direction. His farm is situated two miles from Lodi.

WILLIAM R. PEARSON was born in Meade County, Kentucky, on the Ohio river, seventy miles below Louisville, August 21, 1830, son of John and America (Renfrow) Pearson, both natives of Virginia. The father, a farmer by occupation, died in 1833. He used also to run flat-boats down the Ohio and Mississippi rivers; it was on one of these trips that he was taken sick with cholera and died, while in the State of Mississippi. Mrs. Pearson afterward married again, and in 1849 the whole family emigrated to Buchanan County, Missouri, twelve miles from St. Joe. The mother returned to Kentucky after the death of her husband. Before returning, however, she spent a year in California; she died shortly after her return to Kentucky. She was the mother of two children by her first marriage,—S. A. and William R., both residents of this county, a sketch of whom appears elsewhere in this volume. By her second marriage there were nine children, two sons and seven daughters, five of whom are now living.

William R. Pearson was raised principally in Kentucky up to 1849, when the family moved to Missouri, where he lived until 1863. April 15, of that year, he started for California, crossing the plains with ox teams, and arriving in Stockton after four months' journey. The first work he did in California was baling hay, at which he was engaged just a week. He then went down to San Jose, working there off and on till 1854, when he made his way to Montezuma and worked in the mines a couple of months. He went to Placerville, prospected there a while, and, not liking the diggings, came down to Michigan Bar, where he settled down, and was married in the fall of 1855. He remained there four or five years, engaged all that time in mining. When he left the mines he came direct to the ranch on which he now lives, in San Joaquin County. It was a wild place then, covered with brush and timber; he made all the improvements himself, and it is now one of the best improved farms in the county. The ranch contains 160 acres situated on Cherokee Lane, section 13, northeast quarter, four miles north of Lodi. Mr. Pearson is undoubtedly one of the largest and most successful farmers in the county. For the past eleven years he has farmed 2,000 acres just west of Galt, Sacramento County; for the same length of time he has been engaged in threshing all through this section of the county.

Mr. Pearson is a member of the order of Odd Fellows, which he joined about ten years ago, Phœnix Lodge, No. 239, of Galt. He is also a member of the Chosen Friends of Galt.

Mr. Pearson's first wife, Sarah Ellen Baker, a native of Indiana, died in 1861. She was the mother of three children,—Seth Allen, William Alfred, and the other deceased. He was married to his present wife, Mrs. Mary Jane Reddon, whose maiden name was Storry, a native of Kentucky. They have six children, four daughters and two sons, as follows: Augusta May, John Walter, America Frances, Peter B., Bertha Eveline and Susan. Mrs. Pearson had two children by her first marriage,—Nora, wife of Frank Laning, of Fresno, and Silas H. Reddon.

SETH A. PEARSON, a native of Kentucky, was born March 1, 1832, his parents being Allen and Anna (Renfro) Pearson, both natives of Virginia. They moved to Kentucky in an early day, in the days of Daniel Boone. Mr. Pearson, a farmer by occupation, died of cholera in 1834, in Louisiana. He had been to New Orleans with a boat load of farm produce. He was returning on foot when he met his death.

Seth was reared on a farm in Meade County, Kentucky, and remained at home until eighteen

years of age, when he went on the river with his stepfather and followed boating until 1853, when he started for California. He went to St. Joe, Missouri, and, in company with his cousin, J. B. France, started to cross the plains with six yoke of oxen and one of milch cows. After a journey of six months they landed at Stockton. Mr. Pearson went to San Jose, thence to the mines at Montezuma, where he remained about two months, then returned to Stockton and went to work as a farm hand for Captain Thomas at $60 a month. Next he went to Michigan Bar and engaged in mining for the next two years. At the end of that time he rented land and tried farming, then purchased a team of mules and went to freighting. In 1859 he purchased his present ranch of 100 acres, and has added to it until he has 232 acres of choice farming land. The ranch is under a good state of cultivation and is devoted to general farming. He raises some very fine horses, for which he has always had a fancy.

Mr. Pearson was married June 3, 1859, to Mrs. Susan Willis, a native of Kentucky. They have nine children, six of whom are still living, namely: Charley B., Seth A., Nellie M., Jesse, Juanita J., and a babe unnamed at the time of writing.

Mr. Pearson is a member of Valley Lodge, Masonic order, No. 135.

DANIEL ODELL is a native of Clyde, Wayne County, New York. When he was about eight years old his father, James Odell, died. There was a large family of children, some eight or ten in number. The homestead farm being encumbered, the widow lost it, and the family had to get other homes. Daniel obtained a home for himself in a good Connecticut family who were living in New York. He remained with them three years. When he was fifteen years of age he went as an apprentice to the carpenter's trade in Clyde, but not being exactly satisfied, quit his employer and went to Waterloo, where he completed his trade until he was able to take charge of buildings and do for himself. He went to Michigan and went to jobbing, remaining two years. At this time there was a great financial depression in the country; what was called the "wild-cat" money was in circulation, and it was difficult to make it a legal tender between the different States. Finally, after having his share of this difficulty, Mr. Odell went back to Clyde and carried on the jobbing business there for five years. He next went to Indiana, but finding much sickness there he concluded to go on to Adrian, Michigan, as he had a brother living about twelve miles from there. It was there that he became acquainted with the lady who afterward became his wife. They were married there August, 1843. Mr. Odell bought a farm in that locality and they lived upon it, although he devoted his time to his trade.

When the gold excitement was at its height, he decided to come to California. April 15, 1852, he started across the plains with ox teams, also horse teams, arriving in Hangtown October 15. He was about dead broke, and finally took a position as cook for a man who was running a saw-mill, the man having offered Mrs. Odell the position with $150 a month, with Mr. Odell to help her as assistant cook. They remained but a month; then friends in Stockton wrote them to come here, offering good inducements, the proposition being accepted. The winter of 1852–'53 was a very rainy and wet one, and very little could be found to do; but when spring came he obtained work at his trade, commanding a salary of $8 a day. For six years he continued to work, until wages came down to $5 a day; then he gave it up. Coming out into O'Neil Township, he bought the ranch where he has resided for thirty-one years. The ranch contains 264 acres, situated on the lower Sacramento road, six miles north of Stockton, and is devoted to farming and stock-raising.

Mr. Odell is an Odd Fellow, having joined the order in 1854 in Stockton. He was in early life brought up in the faith of the Baptist

church, and still maintains his religious belief. His first Presidential vote was cast for Martin Van Buren, the Democratic nominee, who ran against General Harrison, and from that time to this he has always been an upright and honest supporter of the Democratic party; never but once in his life has he scratched a ticket, and that was in the fall of 1888, and that time he scratched out one name. He has often been a member of the county conventions, and his judgment and influence has been brought to bear in more than one case for the good of the party.

The wife of Mr. Odell was born in England, but came to this country with her parents when two years of age. Up to the time she was nine years of age she was raised in Oneida County, and from there the family moved to Michigan and settled in Lenawee County, about twelve miles from Adrian. Mr. and Mrs. Odell have one son, James M. Odell, a business man of Stockton.

SILAS MARCH, farmer, is a native of Clark County, Kentucky, where he was born May 4, 1827. In the fall of the following year his parents moved to Boone County, where our subject was raised and attended school. At the age of twenty-one he taught school, following that occupation four years with success. At the expiration of this time he decided to come to California; accordingly, he closed his school, settled up with the school trustees, and, January 6, 1852, struck out, coming by the regular mail steamer line of that day via New Orleans, Havana and Chagres, landing in San Francisco March 14, 1852. After remaining there one night he came up to Stockton, arriving here on the morning of the 16th. The same day he went to French Camp, remaining there till the following September, when he engaged in the cattle trade in Mariposa County, continuing in that business till 1866, having at times large bands of cattle and extensive grazing grounds. When that country began to get more settled up he bought a piece of land and went to farming, about two years before he sold out his cattle. During his residence there he served the county as Supervisor for thirteen years. He was also connected with the inauguration and carrying out of the school system of that county for about twenty-five years, in fact, during almost his entire residence there. He was also associated with the sheep husbandry in Merced County. In September, 1877, he sold out his interests in Mariposa County, and moved to San Joaquin County, going on to his present place on the 18th of that month, since which time he has followed farming exclusively. His ranch contains 666 acres, a part of which is on the Weber grant, and the remainder is State land, the whole situated on the lower Sacramento road, three miles north west of Stockton. Mr. March has an extensive acquaintance among the public men of the State, but politically is not what we might term a politician. His views in this respect, however, are Democratic, and, being one of that retiring kind of men, he has never sought any public notoriety. In an early day, when Merced County was first organized, the people did elect him as Justice of the Peace, which office he held one term. Mr. March was married July 11, 1850, to Elizabeth Ann Stevenson, a native of Boone County, Missouri. Their family consists of four sons and one daughter, all married and heads of families.

NORMAN S. MISENER, a farmer of Elliott Township, was born October 24, 1832, in Franklin County, Indiana, a son of Elisha and Amy (Butler) Misener; the former a native of Ohio, and the latter of Vermont. When the subject of this sketch was seven years old his parents moved to Grundy County, Illinois, where he was raised on a farm up to the age of sixteen, when he served an apprenticeship of one year at the wagon-making trade at Newark, Illinois,

then removed to Aurora, Illinois, where he finished his trade. In 1860 he started for California, sailing from New York on the steamer North Star to the Isthmus and landing at San Francisco from the steamer Sonora, after a voyage of twenty-five days. From San Francisco he went to Sacramento and found employment at his trade for a short time. He went next to Massachusetts Flat on the American river, where he remained until November and then went back to Illinois, remaining until the spring of 1864, when he returned to California with his family, settling in Folsom, where he engaged at his trade and helped to lay the railroad from Folsom to Lathrop, a distance of twenty-five miles. Coming to this county he was employed at ranching and working at his trade for a year; returned to Illinois in 1865, and remained until 1869. He then came back to this county and bought the ranch where he now resides. The ranch contains 250 acres of fine land situated on the Galt and Elliott road, about a fourth of a mile from Elliott. He was for ten years in partnership with the Hickey Brothers, in the mercantile business, but disposed of that and turned his whole attention to ranching.

He was married to Miss Caroline E. Wood, a native of Michigan. Their family consists of four children, three sons and one daughter: Robert E., Frank L., Warren L. and Hattie E., who is now the wife of Mr. Lamb. Mr. Misener is a member of the Masonic order.

JERRY O'NEIL, a farmer of Castoria Township, San Joaquin County, was born in Ireland in 1835. In 1854 he emigrated to the United States, landing in New York. He went to Springfield, Massachusetts, where he remained four years, then came to California via Cape Horn, landing in San Francisco. He went immediately to Stockton, where he was employed until 1863. During that year he bought the 160 acres of fine improved land on which he now resides. The farm is principally devoted to raising grain.

His wife's maiden name was Hannah Sheehan, and she is a native of Ireland. They have an adopted child, a boy named John Sheehan.

EDWARD J. McDADE, deceased, one of our old pioneers, was born in the South, probably in Tennessee, and was raised in the State of Virginia. He moved from there to Arkansas, and was a stage-driver in an early day between Little Rock and Hot Springs. He went up the Arkansas river to a place called Ozark, where he remained a short time, then came to this country. He made the journey across the plains, landing in California in 1853, going to Vallicita, where the train disbanded. Shortly after that he engaged in hauling freight from Stockton to the mines of Columbia, Sonora and other places. He followed this business up to 1860, at which time his employer failed and he was compelled to take a wagon as part pay for his services. Taking this and what money he had, he came to San Joaquin County and bought 160 acres of land in the township of O'Neil, on the lower Sacramento road, six miles from Stockton, where he made his home up to the time of his death. He was one of the successful farmers and stock-raisers of this section of the country, having a keen insight as to how farming ought to be done. In 1865 he purchased 850 acres, known as the Daggett ranch, located in the same neighborhood, which he used as a stock ranch. He also had valuable residence property, situated on the corner of Miner avenue and Pilgrim street, now belonging to the estate, which is controlled by his widow.

He was married in Vallicita to Miss Ann M. Webb, and his family afterwards made their home in Snellings, Merced County, while he was engaged in teaming. His death occurred October 16, 1878, at the age of fifty-one years.

His widow is now residing in San Jose, with some of her children. In the family there were four children, viz.: Harlow J. and Hugh, residing on the homestead property in this county, and Orlena and Alice, both of whom are married and residing at San Jose.

S. L. MAGEE, a farmer of Elliott Township, was born in Columbia, Washington County, Maine, July 25, 1826, a son of John and Linda (Looke) Magee, both natives of Maine, who never left their native State. The father was a lieutenant in the war of 1812, and was taken a prisoner to England. By trade he was a lumberman and ship-builder.

S. L. Magee, the subject of this notice, left Maine in 1849, taking the bark Belle Gray, around the Horn for California, where he arrived May 7, 1850. Shortly after his arrival he assisted in building the steamer San Joaquin, and became part owner of that vessel, which was built for the river trade between Stockton and San Francisco. He disposed of his interest in that vessel and purchased an interest in the steamer Sagamore, with Captain Folsom. When the news was received of the admission of California as a State into the Union, the people of San Francisco celebrated the event very enthusiastically, and the day was brilliantly closed by the accidental explosion of the boilers of the Sagamore as she lay at her wharf in the San Francisco harbor. Mr. Magee received the news with resignation and fortitude. Soon afterward he went to Mokelumne Hill and engaged in placer mining, which occupation he followed for two years, and fortune filled his cradle with a goodly amount of the precious metal. He then engaged in the mercantile business at Mokelumne Hill until 1858, when he was solicited by his Democratic fellow-citizens to run on the Democratic ticket for the office of County Treasurer. He was elected and thrice re-elected on the same ticket; but, being desirous of withdrawing from the political arena, he declined the last nomination.

He has an interesting family, consisting of a son and two daughters, in whose education he has taken an active interest. He was married in May, 1859, on her parents' ranch, the Athearn ranch, to Miss Rebecca Athearn, who was born in Rising Sun, Indiana, in 1839, and came with her parents to California in 1859. As before stated, they have three children, namely: Sophia A., wife of Mr. Gaskel, a farmer of Elliott Township, was born January 6, 1863; Louisa, wife of Mr. Misener, of Lockeford, born July 29, 1865; and Henry S., born November 22, 1868, now attending a business college at San Francisco.

ALEXANDER MAYBERRY was born in Mercer County, Pennsylvania, January 3, 1830, son of William and Martha (Laughlin) Mayberry. The former is of French descent, and was born and raised in the State of Pennsylvania, and the latter was a native of Ireland. Alexander was the next to the youngest in a family of thirteen children, and is the only one residing in this State. His boyhood's days were spent in a new country, where the land was covered with timber, underbrush and stones, which had to be cleared off. From the time he was able he had to pick stones and cut brush. He was able to go to school three months out of twelve, of which he got on the average one month out of three. He continued this mode of life until he was eighteen. He worked for wages up to 1852, the highest he ever received being $13 a month, and it took a good man to get that much.

March 1, 1853, he was married to Eliza Canon, a native of the same county in Pennsylvania. On the 30th day of the same month they went to Jackson County, Iowa, arriving there April 16, where he farmed for eight years. May 1, 1861, he left there for California, making the

journey across the plains with ox teams, reaching Sacramento river September 27, after a trip of five months. He worked in Chico twenty-eight days, and from there came to San Joaquin County, landing here on November 13, same year. He worked by the month for $35 a month the first year, his wife working in the same family for her and her children's board. In the winter of 1862–'63 he rented a piece of land, the same place where he had worked by the month, situated on the Mariposa road, seven miles southeast of Stockton, where he continued till the winter of 1865–'66, when he purchased the place for $2,500, going in debt for it. He finished paying for it in the summer of 1872. He then bought another quarter-section near by for $8,000, making a payment of $500 on it. He farmed it up to 1881, when he sold it for $17,000. He then came to the northern part of the county and purchased the place where he now resides, consisting of 160 acres, for which he paid $6,400. It has since been well improved by Mr. Mayberry.

Politically he is a Republican; his first Presidential vote was cast for a Whig candidate, then the Republican party came into power, and he has been a good supporter of it ever since. In 1886 he was the Republican nominee for the position on the Board of County Supervisors, was elected, and has held the office ever since. His judgment has been felt in more ways than one, to the interests of the community.

His family consists of three children, namely: Willy W., Prairie J. and John S., all residing in this county.

CHARLES C. LONG, a native of Pennsylvania, was born October 20, 1835, in Schuylkill County, Pa., his parents being Michael and Barbara Long, both natives of Germany. They came to America in 1828 and settled in Pennsylvania. Michael Long went to work in the coal mines, and afterward took up a coal claim from the Government, but was unable to work it because he lacked the means with which to develop it. The mine afterwards became very valuable. He also took up some land, on which he remained till his death, which occurred in St. Clair, Schuylkill County, in 1875.

Charles C. was raised on a small farm until eighteen years of age, when he started to learn the wagon-maker's trade with Daniel Crebes, with whom he remained two years, and, being a natural mechanic and so apt, he became master of the trade in that time. In 1855 he started for California via the Isthmus, landing in San Francisco after a trip of forty days, during which they had some accidents, and Mr. Long acted as ship carpenter, receiving good wages. They offered him $5 to return with the ship in the same capacity, but not caring for that position he refused. He went to Sacramento, thence to Stockton, where he went to work at his trade with Mr. Cory, remaining with him about five months. He then went to the mines in Siskiyou County, where he stayed eighteen months, then came down to Trinity County and engaged in mining there for about two years. The mining on the whole was a success, and he liked the industry very much, but had to give it up on account of rheumatism. In 1859 he returned to Stockton and started a wagon shop, which he ran for one year, then sold out, and located 160 acres on the Calaveras river, about ten miles from Stockton. After four years had elapsed he sold the place, came down and located 220 acres on the Waterloo road, about seven miles from town. It was then covered with timber and underbrush, and to-day it is one of the best improved farms in this county. It is devoted to the raising of hay, grain and stock.

Mr. Long was married in the fall of 1859, to Miss Rachel Wildprett, a native of New Orleans. They have seven children living and two deceased. The living are: Charles M., Barbara, wife of Charles Lydecker; Lucy, wife of James Main; Frank, Henry, Joseph and Rosa.

The subject is one of our old Californians and most respected citizens, beloved by his fam-

ily and respected by all who know him. He is a member of the Druid Lodge, No. 9, of Stockton, to which he has belonged twenty years.

EZEKIEL LAWRENCE was born in Canada, June 24, 1826, his parents being Oliver and Maria (Bonesteel) Lawrence, both natives of New York; the former of English and the latter of German descent. From New York they moved to Canada, locating in the township of Sidney, Province of Ontario. Ezekiel was about four years old when his father died. He made his home at the old home place up to the time he was sixteen years old, when he learned the millwright trade and served his apprenticeship of four years, continued at his trade one year, and in 1848 went to Branch County, Michigan, where he followed his trade. In 1850 he left Michigan for California, crossed the Missouri at St. Joe, May 2, and made the journey across the plains with mule teams, arriving at Hangtown, August 31. For eight years he worked at his trade and at mining alternately. In 1858 he came to this valley, landing in the place where he now lives, May 22. He took up a quarter section of land and bought another, which he has kept to the present day. He is principally engaged in farming, also in selling, buying and storing grain, he having a half interest in the warehouse with George S. Locke of Lockeford, these gentlemen having built the warehouse together.

The ranch of Mr. Lawrence is situated just at the edge of Lodi. On the ranch is an irrigating ditch, which was constructed by himself and John Hutchins, which is two miles long, running from the Mokelumne river, just north of Mr. Lawrence's place, through his land to Mr. Hutchins', which lies just south of Lodi. It was built in the fall of 1887 and is run by a sixty-five-horse-power engine. The pumps have a capacity of 10,000 gallons a minute, throwing a powerful stream. Mr. Lawrence had a fine almond orchard, of twenty-one acres, set out in the spring of 1887. His first house was a little cabin built on the piece of land he took up, where he lived until his better residence was completed. His present and third residence was put up in 1879, at a cost of $4,000. It, with the valuable improvements around it, make one of the handsomest places in this vicinity.

Mr. Lawrence was married May 22, 1857, to Miss Mary Hutchins, a native of Canada. The marriage took place in Placerville, El Dorado County. They have three children, namely: William H., George E., a practicing attorney of Visalia, Tulare County, and Nettie M., residing at home.

Mr. Lawrence was one of the original members of the Grangers' Co-operative Business Association of Lodi, and he has been a director in the same since it was started. He was one of the starters of the grist-mill in Lodi and also one of the directors of the bridge on the Mokelumne river at Lodi until it was turned over to the county.

THEODORE LEE, rancher, was born in Albany, New York, August 31, 1820. He made his home with his parents in Albany up to the time he came to California in 1849. He left Albany March 4, the day that Taylor was inaugurated as President of the United States, and a few days later sailed from New York on the packet ship Helena, bound for San Francisco, via Cape Horn. They made but two stops on the voyage, at Rio Janeiro and Valparaiso, and landed in San Francisco after a trip of six months. They had a very pleasant time on the whole; in passing the Horn they encountered a severe storm and had some difficulty in weathering it. After landing in San Francisco he went directly to the mines in Calaveras County, and followed this pursuit for the next five years in that and El Dorado counties, meeting with moderate success. In 1854 he quit the mines, came down to the San Joaquin valley and purchased a ranch of 160

acres where he now lives, situated about five miles north of Stockton. It was at that time a barren and unbroken country. The land between his place and the Calaveras river was all swamp land, most of which is now under good cultivation. He has since made other purchases of land, having at the present time 234 acres, constituting one ranch, devoted to general farming, principally wheat and stock. Mr. Lee has made four trips to the East since his coming here, and is of the firm opinion that there is no country on the face of the globe equal to this, and is therefore perfectly content and willing to spend the remainder of his days here.

Mr. Lee was married September 3, 1870, to Deborah Hall, a native of Chester County, Pennsylvania. The station of Devon, on the Pennsylvania Railroad, is situated on her father's farm. Both of Mr. Lee's parents were Pennsylvanians, and remained in their native State all their lives.

Politically Mr. Lee is a Republican, and for the past two years has been a member of the Republican county committee.

MRS. SARAH LAURY was the wife of Benjamin H. Laury, a native of Maine, who was raised in Boston, where he learned the machinist's trade. Being a practical engineer he followed his trade until he came to California. In 1859 he came direct to Stockton and engaged in the flour mills as engineer. Then he went to Linden, thence to his ranch, which is located twelve miles from Stockton off the Cherokee Lane. He died in 1880, at the age of forty-nine years. His wife still resides on the ranch, which is a beautiful little home. It contains 160 acres of choice farming land, which is devoted to general farming. Mr. and Mrs. Laury had four children, two boys and two girls, namely: John M., Cora E., wife of W. J. Hunter; George W. and Susie I. Mr. Laury was a man well known among his early companions and is remembered by them as a man of worth and ability. His wife now superintends the farm in a way that does credit to herself, showing her to be a woman of ability and resource.

GEORGE M. KASSON was born February 13, 1813, in Granby, Connecticut. When eighteen years of age he commenced trading through Pennsylvania and the Southern States. In 1848 he went to St. Louis where he kept a livery stable and feed stable. Having a touch of the gold fever he started for California across the plains in 1850, arriving at Placerville in August of that year. The next eighteen months he spent mining at Placerville, and on Yuba and Feather rivers, at the end of which time he went back to the States. He found the climate there so severe that he came once more to California via the same route that he had traveled on his first journey across the plains, the Mexican route. On his arrival he commenced ranching on the Merced river, but soon sold out and took up a farm below Hill's ferry, on the San Joaquin river. Disposing of his farm he went into the cattle business in Fresno County, then into the sheep business, and finally, in 1868, purchased the ranch on which he now resides. It is situated in Tulare Township and contains 5,852 acres of well improved land. He engaged in raising stock, which business he pursues in a systematical and practical manner, and in farming.

JAMES L. HUTSON was born July 8, 1826, in Baltimore County, Maryland, his parents being Alexander and Anna (Odell) Hutson. Alexander Hutson was a wagon-maker by trade. He moved to Carroll County, Maryland, where he purchased 110 acres of land. In 1841 the family moved to Iowa, where they lived until his death, which occurred in 1876. In the family were ten children, six of whom are still living, five boys and one girl. James remained

at home till fifteen years of age. Before coming to California he taught school most of the time. In the spring of 1849 he crossed the plains with ox teams and landed in Los Angeles, California. He followed mining for a time, then, thinking it was a rather uncertain occupation, he gave it up, came to Stockton and hired out to drive ox teams at $150 a month. He afterward went to cutting and putting up hay, which was a profitable business. In the fall he went into the fishing business, at which he averaged $25 per day. Later he came to Stockton, bought ox teams and took up a ranch on the north side of the Calaveras river, where he built a house and was ordered off by a man who claimed the land. Mr. Hutson remained on the land, but in the fall, becoming discouraged, he gave his title to his partner, who afterward sold it for $5,000. In the fall of 1853 he located on his present place, containing 160 acres. He has now 400 acres, all well improved and cultivated land. It is devoted to general farming, and is located in Elkhorn Township, twelves miles from Stockton.

Mr. Hutson is a member of the Masonic fraternity of Woodbridge, No. 131, and of the Woodbridge Grange, No. 84. Politically he is a Democrat. He is one of the earliest farmers of this county, of a genial disposition, social and clever, always ready to do his neighbors a favor or kindness, and highly respected by all.

NANCY HUBBS was born in Canada, in 1843, and came to Red Bluff, California, in 1878, where she remained one year. She then came to Stockton, California, where she was engaged in conducting a hotel, and a year later came to her present location and took charge of the Castoria Hotel, which is situated five miles from Stockton on the French Camp road. She has run the hotel for nine years, and, being a good manager, she has built up an excellent trade. The farmers make this their stopping place when traveling to and from Stockton. They can always depend upon good water for their horses and hot meals and wine for themselves. She has a shady drive-way, so that all can enjoy the shade on the warm days of the summer months and obtain shelter from the fall rains.

Her husband, Paul C. Hubbs, was born in Ontario County, Canada, in 1843, and is now running a saloon on the Mariposa road. They have two children: Cornelius A. and Leolia B.

HENRY KAISER, a farmer of Castoria Township, San Joaquin County, was born March 7, 1856, on the trip across the plains, coming near being a native of California. His father settled on a farm in this county where he was raised. He now owns a farm of 280 acres of fine improved land, on which he raises hay and grain. He bought the place in 1879. He is still single. He is one of our most enterprising young farmers.

GEORGE HOGAN, of Elkhorn Township, was born July 12, 1837, in Jefferson County, New York, his parents being Edward and Jane (Hutchins) Hogan; the father, a carpenter, was a native of Vermont and the mother of New York. The family removed to Ohio in an early day, remaining in that State a number of years, thence to Illinois, where the father died in July, 1876, at the age of seventy-five years. There were nine children in the family, namely: Charles, deceased; John, George, Edward, Frank, Nancy, wife of E. Campbell, of New York; Jane, married; Clara, also married; Nellie, wife of Lewis Card, residents of McHenry County, Illinois.

George, the subject, is the only one in California. As a boy he was raised on a farm until thirteen years old, when he started out for himself, working five years on a farm, then starting for California, in 1864. He crossed the plains

with a train of about 40 families. The trip occupied about four months; it was a very pleasant one, as they had no sickness and lost no stock. Mr. Hogan spent about a year on John Dodge's ranch on the Calaveras river, then purchased land on the Waterloo road, which he sold out at the end of a year and went on the upper Stockton road, where he rented land and farmed one year. He then went to Lodi and there again rented land which he worked about a year, then, in 1875, he purchased 380 acres of land three and a half miles from Lodi and ten from Stockton, on the Cherokee Lane road. He has made most of the improvements himself and now possesses a splendid farm, devoted principally to the production of hay, grain and stock. He has a small vineyard for family use.

He was married, in 1861, in Illinois, to Miss Elizabeth Bennett, a native of Illinois. They have twelve children, all living, namely: Lewis V., Eugene S., Mary, wife of Charles E. Door; Lena, Clara, Jennie, Cora, Estella, Frank, Walter and Hazel May. Mr. Hogan is a member of the I. O. O. F., lodge No. 259, also of the Lodi Grange, No. 92.

The subject is indeed an example to the present generation; looking at his career we see what energy and pluck can do. He landed in California with the sum of $1.25 in his pocket, and to-day he is one of the most prosperous farmers of San Joaquin County.

ELIAS HILDRETH was born in Gardiner, Maine, November 13, 1825. He spent his youth in his native State and when seventeen years of age commenced learning the blacksmith's trade. When nineteen years old he went to Rhode Island, where he worked at his trade, which he had so thoroughly mastered by this time that he was able to command good wages. In 1849 he determined to come to California, took passage in the sailing vessel Semaust, leaving New York on the 22d of March. He rounded the Horn, stopping only twice,—at Rio Janeiro and Valparaiso, and landed at San Francisco September 9, after a passage of six months. Mr. Hildreth was about broke when he got there and worked at his trade until he had money sufficient to take him to the mines. He worked in the mines at Hangtown till the spring of 1850. From there he went to Marysville, worked at his trade there, then went to Trinity river, where he did some mining. Returned to Marysville in 1851, thence to Stockton, working at his trade there for two or three years; next returned to San Francisco, where he remained three or four years. In 1860 he again came to San Joaquin County and bought the place where he now lives. It contains 354 acres, situated on Cherokee Lane, six miles northeast of Stockton. In 1886 he bought another ranch of 240 acres on the Waterloo road, about five miles from Stockton. The home place, when he bought it, was in an almost barren condition and all the improvements have been made by its owner. It is now one of the finest ranches in this section of the county, situated in the best wheat-growing district of the State. Mr. Hildreth began life in California without anything, and now, by his own efforts and energy, has succeeded in overcoming all obstacles and to-day is one of the most successful farmers.

Mr. Hildreth was married in Rhode Island to Miss Miranda Chamberlain. They have two children: George F. and Wilmarth. They lost a daughter, who died in this State.

ANDREW M. HARSHNER was born March 22, 1839, in Richland County, Ohio, his parents being Andrew and Mary (Murray) Harshner; the father a native of Maryland and the mother of Pennsylvania. The father was a farmer by occupation and lived in Ohio till his death, which occurred April 1, 1889, at the age of eighty-six years. The mother died in July, 1878, aged seventy years. There were eight children in the family, six

boys and two girls, all of whom are living, and one, William Harshner, is a resident of San Joaquin County.

Andrew was reared on a farm and remained at home till twenty-one years of age. In 1864 he came to California, crossing the plains to Sacramento, when he went to work putting up hay by the month. In March of the following year he went to San Francisco to meet his family, who came via the Nicaragua route; he then came to San Joaquin County, rented land, which he farmed for two years. In 1867 he purchased the place on which he now resides. It contains 160 acres, on which he has made all the improvements, and to-day has one of the best farms in this locality. He raises hay, grain and stock.

He was married in 1860 to Miss Mary A. Graver, a native of Ohio, daughter of John and Elizabeth Graver. They have five children living and three deceased. The living are: Allen T., Mary E., Clara, Lillian and Winfield S.,—all natives of San Joaquin County. Mr. Harshner is a member of Woodbridge Grange, No. 84. Politically he is a Democrat; he cast his first presidential vote for Stephen A. Douglas.

ANDREW W. HANSEN was born in Holstein, Germany, April 25, 1821. His father, Jerry Hansen, died in Germany in 1827, at the age of thirty-six years. Andrew, when a boy, learned the trade of ship-carpentering and went to sea at a very early age. In 1838 he went to sea on a whaling vessel, called the Sall Henry, bound for Greenland. In 1839 he sailed again on a brig; in 1840 went on a man-of-war. In 1841 he sailed on the bark Wild Irish Girl. The next voyage was made to the West Indies on board the Solar. In 1843 he sailed from Liverpool on a full-rigged vessel, the Rhine, as cook, cooking for 700 passengers. He followed this seafaring life until 1851, having many varied experiences and meeting with many an adventure. He landed in San Francisco in 1851, after a long sea voyage, and obtained a position on board the steamboat Empire running between San Francisco and Stockton. Three months later he went to Tuolumne County, where he engaged in mining, following that occupation for about eighteen months. He then commenced teaming. Spent the next few years, until 1860, working for wages. In 1860 he went to Stockton and there followed his trade of carpenter. In 1881 he purchased his present property of 167 acres, seven miles from Stockton on the Davis road. He does a general farming business. Mr. Hansen has been twice to Europe, in 1869 and in 1888, and is now contemplating another trip.

Mr. Hansen was married in 1860; his wife died August 11, 1877, leaving him one child, a son, Andrew W.

JOHN B. HARELSON was born in Kentucky, July 15, 1818, his parents being Ezekiel and Anna (Beagles) Harelson, both natives of North Carolina. The father was a farmer by occupation and emigrated to Ohio in an early day, thence to Kentucky. Finally, at the age of seventy-five years, he moved to Wisconsin, where he died in 1855. John B. was raised on a farm in Kentucky, remaining at home till he was eighteen years old, when he went to Wisconsin, engaging in mining and farming. In the spring of 1850 he and his two brothers, Edmund and Ezekiel, both of whom are now deceased, started across the plains with mules and horses. Their destination was the American river, where they mined about fourteen months, with but moderate success. They returned to Wisconsin in October, 1852, via the Isthmus. They remained there until 1864, when he sold out his property there and returned to California with his family, crossing the plains for the second time. At St. Joseph, Missouri, Mr. Harelson was chosen captain of a company of about 100 people as he had crossed the plains before. The trip was a very pleasant

one and they landed in the beautiful San Joaquin Valley, in September, the same year. Mr. Harelson shortly after purchased his present property, containing 120 acres of choice farming land, situated about six miles from Stockton on the Waterloo road. The ranch is principally devoted to the production of hay and grain. He also owns 160 acres in Fresno County.

Mr. Harelson was married in January, 1852, to Miss Candace Graves, a native of Missouri. They have five children, namely: Ella, wife of J. B. Worley; Martha, wife of Henry Irvine; Lucy, wife of Stephen Overhiser; Flora A., and Effa B.

JACOB GERTEN was born on the Rhine river in Prussia, in February, 1833, his parents being John and Eveline Gerten. John Gerten followed farming exclusively in that country. In the family there were seven children, four boys and three girls. Jacob, the subject of this sketch, was raised on a farm and remained at home until eighteen years of age, when he came to America, sailing from Antwerp in 1852 and landing in New York. His funds being exhausted he worked in New York for a month or two, then finished learning the trade of blacksmith. After three months spent there he came to Chicago, where he remained fifteen months and purchased property, which he afterward sold and went to St. Louis, thence to Memphis, Charleston, Vicksburg and New Orleans, in all of which places he worked for the railroad company. In the spring of 1856 he came to California, via the Isthmus, arriving in San Francisco that same year. He spent a year in mining, but with poor success. He then came to this valley and worked at his trade and on ranches till 1859, when he returned to Tennessee, but being taken sick he came once more to California via the Isthmus. He remained for a while in Alameda County, thence came to Stockton and engaged in driving teams, which occupation he followed for ten or twelve years.

In 1871 he purchased his present property of 160 acres, on which he moved his family and has, since that time, been a continuous resident. He was married in 1863 to Miss Wilhelmine, a native of Saxony. They have six children, one boy and five girls, namely: Mary, wife of Wallace Galesby; Maggie, wife of William Tecklenburg; Lucy, Bertie and Minnie. Mr. Gerten is a member of the I. O. O. F. of Stockton and of the Knights of Pythias, No. 41.

WILLIAM GOLDEN, farmer of Tulare Township, was born in Ireland in 1841. In 1857 he came to America, landing in Boston, where he remained until 1861, when he started for California by water; remained in San Francisco a few months, taking in the sights, then came to this county and purchased his ranch of 320 acres on which he resides. He owns another ranch near Tracy, which contains 3,340 acres.

He was married on his ranch to Miss Jennie L. Brown, a native of Indiana, born in 1849. They have two children, Addie R. and Marion.

HENRY GIMBEL, of Elkhorn Township, was born October 6, 1843, in Germany, his parents being Henry and Lizzie Gimbel. The father was a brick-maker by trade, which he followed till his death in 1849, at the age of forty-five years. When his father died, Henry, the subject of this sketch, was but a boy of six years of age. He was turned out into the world among strangers. In 1870 he came to America, landing in New York. He came at once to California, locating in Sacramento, where he remained about three years working for other people on different ranches. In 1873

he purchased his present ranch of 320 acres, situated about twelve miles from Stockton. He does a general farming business, raising hay and grain.

Mr. Gimbel was married in 1868, to Kate Wieheiser, a native of Germany. They have four children, namely: Katie, Louisa, Emma and Tilla.

M. ALBERTI, who is now the leading representative of the musical-goods business in Stockton, is a native of Italy, born at a place ninety miles from the city of Naples, April 6, 1848, his parents being Dominico and Portia (Imperatrice) Alberti. He spent his early boyhood days at his native place, and in 1861 emigrated to America, remaining in New York until 1863. In the latter year he came to California via Panama, landing at San Francisco from the steamer Golden Gate. For the two years following he devoted himself to the profession which he had followed almost from infancy—that of music. He then went to South America, and for four months followed the profession of music in Peru. He then went back to Italy, but in 1866 returned to San Francisco. He next visited some of the territories, being in Washington, and in Idaho, about Boise City and other towns. From there he returned to San Francisco, and while there learned the piano-tuning trade. In 1873 he came to Stockton, and here followed the business of piano-tuning, and also the profession of music, on his own account and as a member of the band. In 1875 he entered the employ of Amy & Lang, of San Francisco, and when he left them he returned to Stockton. In 1881 he went back to San Francisco, and was with Sherman & Clay about six years. After that he was with Kohler & Chase until early in 1889, when he came to Stockton and embarked in business for himself, erecting a handsome and commodious building for that purpose, which is two stories in height and has a ground area 24x46 feet. He handles the Decker Bros., Fisher and New England pianos, and Weaver and Mason & Hamlin organs, as well as all other kinds of musical goods and supplies. His local trade is extensive, and he also does a large business with surrounding counties, while he also retains a large patronage for piano-tuning.

Mr. Alberti was married in this city to Miss Carlotta Lastreto. They have two children, viz.: Beatrice and Ellena.

Mr. Alberti is a member of Charter Oak Lodge, No. 11, I. O. O. F.; of the A. O. U. W.; of Lodge No. 85, K. of P., San Francisco, and of the Knights of the Golden Eagle. He is a thorough business man, fair and courteous in his treatment of his patrons, and well deserves the success with which he is meeting in business.

HARRY C. GILLINGHAM was born July 6, 1830, in Pennsylvania, his parents being John and Mary (Price) Gillingham, both natives of Pennsylvania. The father was a farmer by occupation, and remained there until his death, which occurred in 1853.

Harry remained at home on the farm until nineteen years of age, when he left for California via the Isthmus. He landed in San Francisco April 6, 1850. He was engaged in mining until the 1st of October, then came to Stockton and remained during the winter of 1850. The next four years were spent in running a threshing-machine and in teaming to the mines. In 1854 he came and located 160 acres of land about ten miles from Stockton, on the Davis road, in Elkhorn Township. He made his home there until he purchased his present property in 1883. Since that time that has been his home. He built his new and elegant residence in 1884, making many other improvements at the same time. The property is situated about two miles from Lodi and twelve from Stockton, on the Sacramento and Stockton road. Mr. Gillingham is one of our leading

farmers, and his ranch shows neatness and order.

Mr. Gillingham was married in 1856, to Miss Rachel A. Henderson, a native of Ohio, since deceased. She died in 1878, at the age of forty-two years, leaving a loving husband and two children to mourn her loss. The children are Samuel A. and Ida L., both at home. Mr. Gillingham is a member of the K. of P. Lodge, No. 50, of which he was one of the charter members. He was also a charter member of Lodi Lodge, No. 41. Politically he is a Republican; his first vote was cast for Franklin Pierce. He has seen his share of early California life. The county in which he resides was once a barren plain, and is now one of the most productive and fertile parts of the State.

JOHN BEHAPS.—Among the pioneers of California now resident of Stockton is he whose name heads this sketch. He was born in a small village in Holland in 1840, and when a mere child he was brought by his parents to America, they locating in Missouri, where he spent his early boyhood days, but being left an orphan then, both his parents having fallen victims to the cholera epidemic. Our subject had an opportunity of coming to California with Peter McLean in 1850, and did so, making the trip across the plains with an ox team, and having a pleasant journey for the most part. The last part of the way they packed across. They brought up at Weaverville and went to mining there. After about a year there they went through the mining country almost up to Feather river, then back to Mosquito Camp, and from there to Stockton in the fall of 1852.

Mr. Behaps took care of stock about three years, then worked at farm work, and finally acquired land of his own. He now has a fine ranch of 320 acres in Douglas Township, where he carries on grain farming. He resided on that ranch for twenty-five years, and in 1888 built a handsome residence in Stockton, now the family home.

Mr. Behaps was married in this city to Miss Mary Dunham, a native of Massachusetts. Mr. Behaps was almost reared in California, and has been an eye-witness to her wonderful growth since the pioneer day. He is an active member of the San Joaquin Society of California Pioneers.

P. H. BOGGS, liveryman and proprietor of the Stockton Horse Market, is a native of Warren, Knox County, Maine, born October 8, 1837, and son of Paul and Elizabeth (Vose) Boggs. Paul Boggs, also a native of Warren, Maine, and a merchant and shipbuilder, was in the fifth generation from the progenitor of the family in this country, who was Scotch-Irish. The mother of our subject was also born at Warren, and the Voses were one of the fifty families which first settled in the town.

P. H. Boggs was reared and educated at his native place, and at the age of eleven years entered his father's store as a clerk. Thereafter he followed mercantile pursuits, and from 1861 to 1865 was engaged in the wholesale Yankee notion trade. In the latter year he came to California for his health, landing at San Francisco from the steamer Golden City, on the 16th of April, 1865. The same year he bought a $40,000 ranch on Sherman Island, and after a residence of three or four years in the city he removed to his ranch and farmed there for eight years. During the next twenty months he resided at Antioch, then returned to Sherman Island.

In 1878 the levees broke and the island was completely flooded, and has remained in that state ever since, causing immense loss to the land owners. In 1879 Mr. Boggs rented a section of land and put in 400 acres of grain. Just before harvest time, the following spring, he was flooded out there, losing his entire crop. He then came to Stockton and commenced bus-

iness at his present location on Hunter street. He does a large business in buying and selling horses, besides conducting a livery and feed stable. He also has a grain warehouse on Roberts' Island, which he built in the fall of 1880. It is located at Lindstrom's Ferry, and has a capacity for the storage of 3,500 tons of grain.

Mr. Boggs was married at Warren, Maine, in September, 1860, to Miss Eveline T. Andrews, a native of that place. They have seven children, viz.: Lizzie, Ada A. and Henry T., born in Maine; Mamie, born in San Francisco; Helen and Clifford, born at Sherman Island; and Eva B., born in Stockton.

Mr. Boggs is a progressive business man, genial and courteous in disposition, and has borne up under unpreventable disasters that would have utterly discouraged most men.

He takes an active interest in public affairs, and, while not in any sense a politician, affiliates with the Democratic party.

G. C. CARLON, one of the prominent citizens of Stockton, is a native of Lawrence County, Pennsylvania, born April 5, 1834, his parents being George and Eliza (Elder) Carlon. Both parents were born in Pennsylvania, and the father was a farmer.

George C. Carlon, with whose name this sketch commences, was reared in his native county until in his twenty-first year, and in 1855 started out to make his own way in the world, amid new scenes and among strangers. Proceeding westward to Iowa, he went up on the Des Moines river to Kossuth County, hunting land, and pre-empted a tract there. That section was then in a state of almost primitive wilderness, and at that time there were almost no neighbors, even of the long-range sort, as Mr. Carlon was one of the first settlers of Kossuth County.

In 1859 he joined the rush for Pike's Peak, in company with a cousin, J. R. Carlon, now a resident of this county, and G. Tully, now a large land-owner of Stanislaus County. They did not visit Pike's Peak, but kept right on to California. Their route was via the North Platte and Sublette's cut-off, having some trouble with the Indians the latter part of the journey. They proceeded directly to Stockton, but Mr. Carlon took sick at Murphy's.

On arriving at Stockton, he located, and has been a resident of the county ever since. He took charge of a ranch for Sperry & Co., between Stockton and French Camp, and remained in that capacity until 1865. He then leased the ranch and operated it until 1870. He then went into the hay and grain business in Stockton, continuing about six years. In the spring of 1876 he sold out that business and went East, visiting the Centennial Exposition at Philadelphia. On his return to San Joaquin County he resumed ranching, leasing land for two years, at the end of which time he bought a farm fifteen miles east of Stockton, on the Copperopolis road, and has ever since carried on farming there, the place having been principally devoted to wheat and barley. He is branching out somewhat from these lines, however, and in the spring of 1889 set out 1,000 vines of choice raisin grapes. His intention is to experiment with the raisin-grape without irrigation, and, so far as the test has gone, it has been satisfactory. The vines are all of the Muscat variety, brought from Fresno. The land on the ranch has been cultivated many years, but holds up as well as ever. Irrigation has never been employed. He also leases 320 acres adjoining his own tract, and farms the whole section.

Mr. Carlon also conducts the bonded warehouse, No. 3, corner of Sutter and Market streets, Stockton. The building was constructed by Henry Hoffman, many years ago, for a freight warehouse. In 1877 Mr. Carlon leased the structure for the purpose of a bonded warehouse, and opened it for business in October of that year.

Mr. Carlon is also proprietor of the livery stable on Market street between San Joaquin

and Sutter, now operated by Hefferman & Hefferman. He carried on the business himself for some time, and then rented the establishment to Hefferman & Hersom. They were succeeded by the present firm.

Mr. Carlon was married in this county June 7, 1866, to Miss Abbie Lizzie Woodbridge, a native of Newcastle, Maine, and daughter of D. K. and Abbie Woodbridge, who are now residents of Stanislaus County, though having formerly lived in San Joaquin. Her father came to California in 1850, and was joined by his wife and two children in 1852, they having come around the Horn. He was engaged in teaming for a time, afterward in fruit-raising on French Camp slough, and is now farming. Mr. and Mrs. Carlon have one child—Mabel.

Mr. Carlon is a charter member of the first lodge of A. O. U. W. established in Stockton. He has always been an active and is conceded to be a shrewd and successful man of business. Besides the interests mentioned in this article, Mr. Carlon has other valuable property. He is a Republican politically, but not a politician.

FRANKLIN DAVIS, of the firm of Guernsey & Davis, Stockton, is a native of Hannibal, Marion County, Missouri, born December 2, 1840, his parents being Joseph M. and Hannah (Myers) Davis. The father, who was born and reared in Virginia, went from there to Missouri, and was married in the latter State, in Randolph County, afterward removing to Marion County. He was a blacksmith by trade. In 1849 he came to California, making the journey across the plains. He went to Mariposa County and commenced mining, which occupation engaged his attention until early in 1851, when, coming to Stockton, he opened a blacksmith shop on the corner of Market and San Joaquin streets, near the present jail building. Later in the same year he went back to Missouri, and in 1852 he again came out across the plains, and brought his family to Stockton. He established a blacksmith shop on the corner of American and Channel streets, and conducted it three or four years. He then gave up blacksmithing, and for the next couple of years was engaged in teaming to the mines. He then located on a farm on the Cherokee Lane, six miles north of Stockton, the place being now a part of L. U. Shippee's ranch. In 1872 he established a stock ranch in Lassen County. He died while making a trip up there, at Beggs Station, May 18, 1876, in his sixtieth year. He had been in poor health for several years previous to his death. His widow died May 11, 1887, aged about seventy-two years. They were the parents of five children, of whom one died in 1851. Those living are: Hartwell, a resident of Stockton; Franklin the subject of this sketch; Alice E., wife of E. R. Hedges, a prominent merchant of this city; and Eliza C., wife of G. W. Melone, furniture dealer of Stockton.

Franklin Davis, with whose name this sketch commences, came as a boy across the plains to California with his parents, and grew to manhood in this county, receiving his education at the public school which stood on the present site of the Lafayette school building, in the public school in the McNish building, corner of Channel and Hunter streets, and afterward in the private school kept by Dr. and Mrs. Collins. He was brought up principally to farm life. In 1864 he went to Idaho, and remained there until 1866, when he returned to this county. In 1870 he went to Linn County, Iowa, and was in business there during that and the following year. He then returned to San Joaquin County, where he has since resided. He has been engaged in ranching ever since, and for twelve years farmed the land that now constitutes a portion of the Shippee ranch, handling 600 acres. In May, 1887, Mr. Davis, in partnership with D. A. Guernsey, bought the stock yards of J. C. Gage, on California street, and have since carried on business there, making it the headquarters for the buying and selling of stock, principally horses and mules. Mr. Davis

now has 320 acres of land, which he farms, and the firm of Guernsey & Davis also have 243 acres in O'Neil Township, devoted principally to grain-raising. In May, 1885, Mr. Davis commenced the construction of his handsome and spacious Stockton residence, removing into it in October.

Mr. Davis was married, August 23, 1868, to Miss Margaret Nevin, a native of Linn County, Iowa, whose father, Alexander Nevin, died in this county. They have two children, viz.: Maud and Ethel.

Mr. Davis, though not a politician, affilliates with the Democratic party. Though comparatively a young man, he has been an eye-witness to most of the county's growth from the pioneer days.

LEONARD FURRY, one of the old-time Californians now resident in Stockton, is a native of Westmoreland County, Pennsylvania, born May 20, 1827, his parents being David and Mary (Shipe) Furry. The father, a carpenter by trade, was born in Pennsylvania (probably in Westmoreland County), and the mother was born in Lancaster County, Pennsylvania. Leonard Furry grew up to manhood in his native county, and learned the carpenter's trade with his father. In 1847 he went to Illinois, and located at Quincy, where he followed his trade. In the following year his parents removed out to Adams County, Illinois, buying and locating on a farm eighteen miles from Quincy, where both lived until their deaths occurred.

Leonard Furry, the subject of this sketch, embarked in farming in Illinois for a time, but his crops were drowned out and he gave it up after an experience of two years. In 1859 he left Quincy by wagon for St. Joseph, Missouri, taking his wife and two boys. At St. Joseph he bought another wagon and three additional yoke of cattle, and started for Pike's Peak. After having started, however, he decided to keep on to California, and did so, taking the Salt Lake route. He brought up at Murphy's, California, and then took up some land and planted six or seven acres of fruit-trees and grape-vines. He also carried on work at his trade. He worked at Virginia City during the excitement there, afterward at Quail Hill, and the next summer he came down to Stockton and worked. The next season, the building of the Yosemite House commenced, and he worked on it during its construction. In 1869 he came to Stockton to live, and built his present family residence. He has followed contracting in the building line ever since, his work being mostly in Stockton and the surrounding country. Among other structures which he has built may be mentioned the Eastern Insane Asylum barn, and the addition to Dr. Clark's Pacific Insane Asylum. His work mostly, however, has been on private residences.

Mr. Furry was married in Quincy, Illinois, to Miss Margaret Hoover, a native of Pennsylvania, but reared in Illinois. They have three children, viz.: William, a printer on the *Independent;* J. E. and John Nathaniel.

Mr. Furry is a member of Stockton Lodge, I. O. O. F., and of the K. of H. In politics, while liberal in his views, he is a supporter o the Democratic party on national issues.

WILLIAM G. HUMPHREY.—Among the young business men of Stockton, none enjoys a higher standing than he whose name heads this sketch. He is a native of Stockton, born January 22, 1857. His father, Thomas G. Humphrey, a native of Hartford, Connecticut, and a school teacher by profession, came to Stockton, California, in 1850. He was in Stockton in that year, and went from here to the mines of Calaveras County. After a comparatively brief mining experience at San Andreas and at Angel's Camp, he gave up that occupation and returned to Stockton, where, in partnership with Robert Miller, he engaged

in the grocery business, on the corner of Main and Sutter streets. This firm continued in business several years. Mr. Humphrey also manufactured drapers and grain cleaners in this city. He was one of the organizers of the Avon Theatre, and managed it until his death, in 1884. Before the building of the Opera House, he operated a planing-mill on that site for several years, in connection with S. Williams, the firm being Williams & Humphrey. He was an active man, and had served the city as a councilman. His wife, who is yet living in this city, was formerly Jane D. Churchill, and her maiden name was Reed. She was born at Plymouth, Massachusetts, and came to California by sea in 1849.

William G. Humphrey, with whose name this sketch commences, was reared and educated in Stockton, and on arriving at a suitable age, began to assist his father in connection with his various business enterprises, to which he succeeded upon his father's death. He carries on the business of manufacturing drapers, as well as managing the Avon Opera House. He also owns the bill-boards throughout the city, and has an extensive business in the line of display advertising in the city and country surrounding.

He was married in this city to Miss Luella Smith, a native of Napa.

Mr. Humphrey is a member of Charter Oak Lodge, K. of P. He is a Republican politically, and is an important factor in the councils of the party.

Mr. Humphrey is a genial, courteous gentleman, and a thorough business man, and enjoys the respect and confidence of the many with whom he is thrown in contact in business circles.

WILLIAM J. HERSOM, a member of the firm of Middlekauf, Hersom & Harrison, is a native of San Joaquin County, born on a ranch about two miles from Farmington, March 6, 1864, his parents being Henry and Mary (Marklee) Hersom. His grandfather, William Jacob Marklee, was one of the pioneers of California, and a well-known and respected figure in the early days, the mining point, Markleeville, taking its name from him. He carried on a large business, and operated several stores. Henry Hersom, father of our subject, came to California from Maine, and after some time spent in mining, eventually located in San Joaquin County. He was a carpenter by trade, but is now engaged in prospecting on Shaw's Flat.

W. J. Hersom, whose name heads this sketch, was raised in San Joaquin County, and received his schooling here and in the East. In 1874 he went to his father's native State, and resided at Fairfield, Maine, five and one-half years. Returning, he engaged at farm work in this county, and afterward went to ranching on his own account, which engaged his attention until he entered the livery business as a partner of J. W. Hefferman. In October, 1889, the partnership between Messrs. Hefferman and Hersom was dissolved, the latter retiring from the firm to take an interest in the Middlekauf patent gate, as a member of the firm of Middlekauf, Hersom & Harrison. This gate is mentioned more at length elsewhere in this volume.

Mr. Hersom was married in this county, September 22, 1885, to Miss Laura Ferguson, a native of this county.

Mr. Hersom is a pleasant, genial young man, full of business, and like his partners is popular with all who know him.

J. GAMBETTA, Public Administrator of San Joaquin County, is a native of Italy, born in the suburbs of Genoa, March 5, 1847, his parents being Joseph and Marianna (Croza) Gambetta. In 1855 the family came to the United States, their route being an unusual one, and taking them via Gibralter, Carthagena, San Juan de Caraga, Acapulco, across the Isthmus of Panama, and thence to San

Francisco on the steamer Golden Gate. Our subject, though but a young boy, soon went to work in the store of Lorenzo Costa, and was thus engaged about a year and a half. For a similar period of time following this he was in the employ of Captain Weber. He then engaged in selling apples for his father, who had a fruit store. After that he was for five years clerk in a hardware and crockery establishment. After that, acquiring possession of a piece of land, he engaged in gardening, and was thus employed for two or three years. After this he clerked again about a year, and then embarked in business for himself, on the corner of Market and El Dorado streets. Eighteen months later he had five places of business, and within two years and a half from the time he commenced, so well had he managed, that he had accumulated about $30,000. He lost about $18,000 in San Francisco through the failure of other parties, and sold a one-half interest in his business to Peter Musto, and afterward disposed of the other half to him. Having wound up all his old business affairs, he started in anew, buying out the Weber House. A year later he sold out and took a trip to Nevada. His finances were then at a low ebb once more. He went to Virginia City, and when he arrived there his capital amounted to $17.75. In about ten weeks he had cleared up $10,000, buying junk. He then took in a partner, and shortly afterward went to San Francisco on business for the firm. While he was gone his partner sold out the business, and went away with the proceeds. Mr. Gambetta then returned to California, and put in a crop in Stanislaus County, but lost everything by flood. He then walked back to Stockton. After he had been here about two years, he borrowed $1,000 from a friend, and in about a year's time had made $8,000. He was elected Coroner of San Joaquin County, and served out his term. He was nominated for Public Administrator, but at the election was defeated. He was nominated for that office again in 1886, and that time was elected, assuming his official duties in January, 1887, and still holds the office by virtue of re-election in 1888. He has been in the real-estate business since 1881.

Mr. Gambetta was married in Stockton, April 10, 1872, to Miss Carmelitta Capurro, a native of Stockton. They have five children, viz.: Blendina, John, Jr., Eugenia, Della and Pauline.

Mr. Gambetta is a member of Stockton Lodge, I. O. O. F., and Charter Oak Lodge, K. of P. He holds a prominent place in the councils of the Democratic party.

Mr. Gambetta has set up on his residence lot in this city, the stump of a tree, which is noteworthy for its size. It is called the "Pioneer," having been brought and placed in its present position, in honor of the pioneers of California, by Mr. Gambetta. The tree of which it was a part was 237 years old, and the stump, which weighs thirty-seven tons and is twenty-four feet in circumference, was moved to its present resting place with immense difficulty and at an expense of $800, all of which was borne by Mr. Gambetta. It was taken from the place of W. G. Phelps, and moved two miles and a half. On the Phelps place three tons of grapes were picked from one vine. This vine was planted the day General Kearny was there with the troops, on his way to Salt Lake. He threw away four cuttings, and Mr. Phelps, picking up one, planted it. From it grew this great vine.

GIANELLI BROS., grocers, with stores at the corner of Fremont and California, and corner of Market and Hunter, have built themselves up from small beginnings to their present position in the business world. The last-named store is managed by Giuseppi Gianelli, and the first-named by Joseph Gianelli, who together constitute the firm of Gianelli Bros. They started first in a little place on California street, next to their present location, in 1876, with a combined capital of about

$1,400, and in 1878 removed into their present building on the corner. In 1880 they commenced at their store on Hunter street, succeeding L. Basilio there. Their business has increased with steady and rapid strides, and in their two houses they now carry stock to the amount of some $15,000, selected goods. Their trade, at first confined to a few customers, now extends throughout the entire city, while they also supply many ranches, large and small, with their groceries and provisions for the entire year. Their success has been due to their watchful care and prudent business management, combined with their practice of always catering to the wants of their patrons at as low rates as practicable. Since they have built themselves up in this city, a sketch of the members of the firm will not be out of place in this connection.

Giuseppi Gianelli, the senior member of the firm, is a native of the Province of Genoa, Italy, born in 1853, and is a son of Antoine Gianelli, a farmer. He was reared at his native place, and on arriving at suitable age, engaged in buying and selling stock for an uncle, a merchant. In 1873 he emigrated to America, landing at New York, and coming to California located in Stockton. He first obtained employment with G. Beiso, and a year and a half later entered the employ of L. Basilio as a clerk in his grocery store. On the 14th of November, 1876, in company with his brother, B. Gianelli, he embarked in business for himself. The result of this venture is given above. He remained at his post with Mr. Basilio, however, until 1880, when they bought out that gentleman.

Mr. Gianelli was married in 1877, to Miss Louisa Sanguinetti. They have five children, viz.: Antoine B. G., Basilio E. R., Amarie R. E., G. B. and Rachele G.

Mr. Gianelli is a charter member of the first society of Bersaglieri organized in Stockton, known as Compagna Italiana de Bersaglieri, No. 1; was six years its treasurer; has held the offices of president, secretary and trustee, and is at this writing secretary and treasurer of the society.

Mr. Gianelli was once the object of a plot to take his life, which was laid and discovered during 1889, and the account of which was written up in many columns of the local and San Francisco papers. It was for a time generally supposed that he had been foully dealt with, but he turned up when the chief conspirator had been arrested.

Mr. Gianelli is a careful business man, and deserves the success he has met with.

B. Gianelli, the younger member of the firm of Gianelli Bros., is also a native of Italy, born in 1856. He spent his boyhood days at his native place, and in 1874 came to America, and locating at Stockton went to work for G. Beiso, on the corner of Church and Center streets. He was employed there until he commenced in business for himself, an account of which has been given in a former portion of this article.

He was married in this city on the 1st of December, 1884, to Miss Louisa Gianelli. She died on the 19th of September, 1888, leaving two children, viz.: Etta and Irene.

Mr. Gianelli is a member of Iroquois Tribe, No. 35, Red Men, and of Compagnia Italiana de Bersaglieri, No. 2, of which he has been treasurer since its organization.

Mr. Gianelli is an enterprising business man, of quick perception, and owes his success to his clear-headed business methods.

JOHN HERRMANN, one of the well-known business men of Stockton, is a native of Hamburg, Germany, born August 15, 1846. He was reared at his native place, educated at boarding-school, and at the age of thirteen and a half years, went to sea on the sailing vessel Falke, a brig in the Brazil coffee trade. He made two trips on her, and his next voyage was on a barque from Hamburg to Valparaiso and the coast of Chili, in the saltpetre trade. After two trips on this barque, he made a journey

from Hamburg to Buenos Ayres and return in the sugar and coffee trade. His next vessel was the Amazon, bound for California, and she arrived at San Francisco after a voyage of 199 days. He left the vessel there and came to Stockton, remaining here till 1871, engaged in ranching in this vicinity most of the time. He next went to Marysville, where he remained till 1878, being in business two years of that time. He next located in Stockton, and has since that time operated the Chicago Exchange, on the corner of Main and California streets, which was started by Max Von Helmrich in 1874. This house has an extensive patronage of the best character. Mr. Herrmann also has the agency for this district of the celebrated Fredericksburg lager, his territory embracing San Joaquin, Tuolumne, Stanislaus, Yuba and Calaveras counties, and the Yo Semite valley.

Mr. Herrmann was married at Santa Rosa in September, 1878, to Miss Ella Mosher, a native of Maine. They have two children, viz.: Harry and Eddie.

Mr. Herrmann is a member of Charter Oak Lodge, K. of P.; of the Stockton Turn-Verein, and of San Joaquin Grove, No. 9, A. O. D., in which he has passed the chairs.

He is an active, enterprising business man, and has an extensive circle of warm personal friends. He has a ranch of forty acres, located ten miles north of Stockton and four miles west of Lodi. His plan is to devote practically all of this tract to vineyard and orchard, and in the spring of 1889 he set out ten acres of table grapes, principally Muscat, Black Ferrara, Black Hamburg and Tokay. He has also planted some almond and fig trees, and will devote the remainder of his place to fruit and wine grapes.

G. W. YOLLAND, the efficient County Clerk of San Joaquin County, is a native of Dubuque, Iowa, born April 8, 1852. His father, Thomas Yolland, was a native of England, born at Devon, county of Exeter, who came to the United States in 1850, and after traveling throughout the country some time, settled at Dubuque, where he kept hotel for two years. In 1853 he removed with his family to California, making the trip across the plains by ox team, and located in San Joaquin County. He engaged in the dairy business, eight miles north of Stockton, in Elkhorn Township. Having but $12 capital when he arrived in this county, he was enabled, by his industry, to accumulate a competency, and in 1871 he removed to Oakland, where he resided until his death, which occurred on the 5th of September, 1880. His wife, whose maiden name was Maria Rachel Mills, was a native of England, born at Boutel, four miles from Liverpool. She survives her husband, and resides at Oakland.

C. W. Yolland, with whose name this sketch commences, was but a year old when brought by his parents to California and San Joaquin County. He was raised here and educated, commenced his education in the schools convenient to the home of his parents, continuing at Stockton, afterwards attending the University (then the Oakland College School), and finishing at the Pacific Business College, San Francisco, where he was graduated in 1871. He engaged as note clerk in the Oakland Bank of Savings, but gave up this position one year later to engage in farming on his father's ranch. He was thus occupied until elected to the position of clerk of San Joaquin County, in 1884. He served out that term, and has continued in office ever since by virtue of re-elections.

He was married in San Francisco October 8, 1879, to Miss Pernesie Jefferson, a native of San Jose, and daughter of Jacob and Sarah (Whiteman) Jefferson. Her mother, who is yet living in this county, was a member of that fated band of early immigrants known to history as the Donner party. Her father died in San Jose. Mr. and Mrs. Yolland are the parents of one child—Willa.

Mr Yolland is a member of Stockton Lodge, No. 11, I. O. O. F.; of Parker Encampment, and of Centennial Lodge, K. of P. In the days

of the volunteer fire department, he was identified with Protection Hook and Ladder Company, and is now an exempt fireman. Mr. Yolland is one of the most popular officials who has ever served San Joaquin County, being thoroughly efficient in the discharge of his duties, and uniformly courteous and obliging in his methods.

W. H. WIEDMAN, proprietor of the Bon Ton Coffee and Lunch Rooms, started in business in Stockton in October, 1881, on Levee street, between El Dorado and Center. In April, 1882, he removed to a place opposite the old postoffice on Center street. In December, 1885, he removed to his present location, at No. 210½ Main street. Here he has built up a fine trade, his place having a reputation for neatness and attention unexcelled in Stockton.

Mr. Wiedman is a native of Berkeley County, Virginia, near the village of Girardstown, which is at the head of Mill creek, and about midway between Winchester and Martinsburg. He was born on the 27th of September, 1820, his parents being Abraham and Mary Catherine (Anspach) Wiedman, who removed to Virginia from Berks County, Pennsylvania. When our subject was ten years old his parents removed to Champaign County, Ohio, and there he grew up to manhood. Both his parents died there; his father in 1838, and his mother in 1841. W. H. Wiedman resided in Ohio until the spring of 1845, when he removed to Iowa, locating at Dubuque, where he resided until 1847, following teaming. He then removed across the county line into Jackson County, Iowa, where he farmed until 1853. In the latter year he and William Hughes, outfitted with three teams apiece, and started with their families overland to California. They left home on the 8th of April, 1853, and went to Kanesville, where they crossed the Missouri river. They proceeded by the route on the north side of the Platte river, and via Sublette's cut-off, etc., into California, bringing up at Uniontown, El Dorado County. Some incidents of their trip are worthy of relation here. During the first part of the trip, their principal obstacle was high water. When they reached Elk river, they learned that the ferry was five miles farther up the stream than where they had expected to cross. Mr. Wiedman and his party were the first ones to arrive there; but before the boats got ready to operate, there were thousands waiting. At 4 o'clock in the afternoon, they were ready to cross, but just as the boat got to their side, a terrific rain and hail storm set in, accompanied by thunder and lightning. There was a big bend in the river, and there the wagons were drawn up. By 7 o'clock the water covered that neck of land to a depth of three feet, and an hour later it was nearly up to the wagon beds. They then commenced to run them up on higher ground, twenty-five or thirty men taking one wagon at a time. The rain continued incessantly until about daybreak next morning, and the day dawned upon a very distressed lot of people. Mr. Wiedman got out his tent and pegged it down, put up his cooking stove, cut down a snag of ash, and cutting it up built a fire. A warm breakfast was got, including hot coffee and other things which would be especially relished on such an occasion. When they had finished eating, they told the other people to go in and cook for themselves. The wet and shivering emigrants gladly availed themselves of this kind offer, and in such numbers that it was noon before all who came had finished eating. About noon the sun came out, and it was never more welcome. Their cattle, which were loose, had scattered on both sides of the river, the whole country around being one vast sea of water. They gathered up what stock they could then, and Mr. Wiedman found his cattle all together. One man caught hold of the tail of an ox and was drawn across the river by the animal. The people drove to a good camping ground that day, went into camp, and then renovated everything, while waiting to get across the river. They got the boats in shape again after great difficulty, seventeen yoke

of oxen being required to pry up one of them. They lay there eight days before they could cross the river, and all this time the emigration was coming up. The stream ran very swift, and while the crossing was made in safety, it was only accomplished after immense difficulty, and many experiences, amusing and otherwise. When they had reached the Loupe Fork of the Platte river, they also had serious difficulty, in crossing. Mr. Wiedman waded the stream thirteen times getting things across, making the last trip of that number about sundown. Then he found he had everything across except a favorite cow, and another trip was necessitated, in his tired and drenched condition, to get her. Two or three days later another terrible thunderstorm set in, and along about two o'clock in the morning Mr. Wiedman was awakened by feeling water around him. He called to the others, and it was then seen that there was two or three inches of water all around them, as they lay in the wagon beds. One of the boys jumped out of the wagon into the sea of water about, which was waist deep. On getting up they looked for their cattle, and found them about a mile and a half away. They started on and got on to high ground some eight miles farther on. Another time, they encountered a creek which they could not ford, and they stretched a rope across, and utilized it to transfer themselves and their effects to the other side. It was about noon when they reached Wood river. It had not risen, and they built a temporary bridge across. They gave the owners of two wagons the privilege of crossing on it for a jug of whisky, and had considerable fun over it, as the parties met with an amusing mishap.

When they brought up at Uniontown, El Dorado County, Mr. Wiedman decided to locate there. He went to mining, and for two years was successful. He then went into a ditch-digging speculation with a company, and lost all he had, and more. He remained about the mines until 1860, when he went to Bodega, Sonoma County, and commenced ranching. He afterward embarked in lumbering, and did well. He again went to ranching, but had a bad year, although he came out even, selling the crop in mid winter. He moved his family into Petaluma, and during the excitement of 1863–'64, went to Nevada, and remained sixteen months. He then returned to Petaluma, and there worked at different occupations. He then worked in the mountains of Tehama and Butte counties, lumbering. From there he came to Stockton, and engaged in the restaurant business, as previously mentioned.

Mr. Wiedman was married in Dubuque County, Iowa, February 5, 1846, to Miss Mary A. Higgins, a native of Waldo County, Maine. They have three children, viz.: Emma E., wife of L. Dean, of Reno, Nevada; Alice and Nettie.

Mr. Wiedman is a genial entertainer, and this, with his proper business methods, have made his business a success.

F. A. RUHL.—One of the busiest hives of industry to be found in Stockton, and yet one over which no boast is made, is the establishment of the gentleman whose name heads this sketch, which has been built up from very small beginnings, at the present location, on Hunter street square. Mr. Ruhl has a model store for the sale of stoves, ranges, and everything pertaining to a heating or culinary establishment, but the portion of his business which will receive attention here is the manufacturing department, which has sent Stockton-made goods many hundred miles from this city. He manufactures all kinds of tin-work, as well as piping and pump machinery of his own invention, and in making these articles uses in some instances appliances which have been thought out and perfected by himself. Twelve men here find steady employment, and in turning out his pumps, two men are kept busy the year round. It is universally conceded that the pump for which Mr. Ruhl obtained his patent in 1875 has no superior, and he turns out twelve sizes, four of deep and eight for shallow wells.

He buys his brass cylinders direct from the factory in New York, and keeps a man, assisted by two boys, constantly busy fitting up valves. The trade in these pumps extends to great distances, and to Mexico alone he has already sent thousands of dollars' worth, while the demand in all directions is constantly improving. He has forges for coppersmith and blacksmith work required in his business, and constantly employs a first-class coppersmith. He also has a pipe department. About the entire place one thing is noticeable, and that is, that there is a place for everything, and everything is in order, while each employé has his own particular duty.

Mr. F. A. Ruhl, who founded the business above mentioned, is a native of Germany, born in the town of Rothenburg, Hesse-Cassel, on the 8th of November, 1839. His father, Matthew Ruhl, and his mother, whose maiden name was Bodenstadt, died when he was but ten years of age, and he was thus left, a mere boy, to fight the battle of life as an orphan. According to the governmental regulations in Germany, he attended public school between the ages of six and fourteen years, and then commenced the tinsmith's trade, at which he served an apprenticeship of four years. After that he worked in his native country as a journeyman until 1860, then emigrated to America, sailing from Bremen and landing at New York after a voyage of twenty-one days, a quick trip for a sailing vessel. He worked at his trade in a big factory in Brooklyn until the troubles between the factions culminated in the outbreak of the Rebellion. He was among the first to respond to the first call of the President for volunteers to defend the stars and stripes, and on the 15th of April enlisted in the service of the Union, being assigned to Company B, Sixth New York Regiment. The command left New York on the 17th, moved forward to Annapolis, and were stationed along the line of the Baltimore & Ohio Railroad to protect its property and its operation. When relieved, they were ordered to Washington, and thence sent to Harper's Ferry to cut off the rebels retreating from Bull Run. As the results did not turn out as surmised, their movement was, of course, not successful. Their term of enlistment having expired, the members of the command were sent home and discharged. Mr. Ruhl resumed work at his trade, and made money quite rapidly. He was employed for a time in the establishment on the corner of Front and Adams streets, which is now owned and operated by the Havemeyer Company, and afterward in other places, one of his last places of employment being at Williamsburgh. He worked in that section of country all the time until 1866, and in December of that year started for California. He left New York by steamer, crossed the Isthmus of Panama, and landed at San Francisco from the steamer "Oregon" on the 10th of January, 1867. A few weeks later he went to Sacramento, and entered the employ of Gillig, Mott & Co., afterward changing his working place to the establishment of Holbrook & Merrill. When the firm established a branch house in San Francisco, he went there to work for them, while there, Mr. Sanders, of Stockton, met him, and induced Mr. Ruhl to come to this city to work for him. He was in Mr. Sanders' employ until 1869, when he started in business for himself where the Mansion House now stands, afterward removing to his present location. He saw at once that pumps were what were needed here, and set about supplying the demand. This is one of the secrets of his success in business, having the foresight to discern in time the needs of the country in which he had cast his lot.

Mr. Ruhl was married in this city, June 1, 1872, to Miss Mary Grieth, a native of Saxony. They have one daughter, Hattie, who, at the date of this writing, is completing her education at Mills College.

Mr. Ruhl is a member of Stockton Lodge, I. O. O. F.; of Rawlins Post, G. A. R.; of the Stockton Turn-Verein, and Red men. He was for four years a councilman of this city.

Mr. Ruhl's history since coming to this country has been quite a remarkable one: when

he arrived at Sacramento he had but $5, and when he commenced business here, he had saved up $900. He has made a fine success of his business enterprise, and is now able to retire if he wished, but his habits of industry would not permit him to lie idle at his age. Even yet he gives his attention to the improvement of mechanical appliances, his latest invention being a spraying pump for the use of orchardists and others, which was patented November 10, 1885, and which has attracted very favorable attention.

H. RAAB, of the firm of H. Raab & Co., proprietors of the Russ House, Stockton, is a native of Bavaria, Germany, born near the town of Kriegsfeld, Rheinpfatz, on the 29th of July, 1835, his parents being William and Elizabeth (Horneker) Raab, the father a farmer.

He was reared at his native place, and attended the public schools between the ages of six and fourteen years. When he was sixteen years of age, he left home, and emigrated to America, sailing from Havre on the 10th of March in the old ship "St. Nicholas," and landing at New York the day before Easter Sunday. He learned the shoemaker's trade on what is now Canal street, and remained in New York city until 1858. In March of the latter year he left New York on the steamer Moses Taylor for California, via Panama, and landed at San Francisco from the steamer John L. Stephens, March 28, 1858. A few days later he came to Stockton, and was soon at work at his trade here. In the spring of 1863 he went to the mines of Aurora district, Nevada, and was there engaged in mining and other occupations until the spring of 1871, when he returned to Stockton, and resumed work at his trade here. He was thus employed until 1875, when he embarked in the hotel business, in the east portion of the present Russ House. He prospered, and in 1878 acquired the building west to Center street. The hotel now occupies that entire space, and a large patronage has grown up under the present management. There are now fifty-four sleeping rooms at the disposal of the guests, arranged in a convenient manner. Improvements have been made from time to time, and are yet made as occasion requires.

Mr. H. Raab, who has done so much towards building up the business of the Russ House, is at home as a hotel man. He is a member of Stockton Lodge, No. 11, I. O. O. F., and has passed the chairs in Esmeralda Lodge, No. 6, of the same order, at Aurora, Nevada. He is also a member of the Stockton Turn-Verein.

Mr. Raab was married in this city, October 9, 1883, to Miss Kate Fisher, a native of Calaveras County, California. They have two children living, viz.: Melville F., and an infant unnamed.

W. PRUGH, Superintendent of that portion of the Southern Pacific system known as the Stockton & Copperopolis Railroad (a history of which is given elsewhere in this volume), is a native of Winchester, Preble County, Ohio, born August 12, 1847, his parents being Jacob and Lucinda Prugh. When he was but two years old, his parents removed to Burlington, Iowa, and there he grew up and received his education. In 1864, he entered the service of the Western Union Telegraph Company as messenger, and eight months later commenced an engagement in the office of the Burlington & Wisconsin Railroad at Mt. Pleasant, as telegraph operator. In November, 1866, he went into the Sandwich (Illinois) office of the Chicago, Burlington & Quincy Railroad as operator and ticket clerk. In May, 1868, he entered the employ of the Union Pacific Railroad then engaged in the construction of its great overland line to Ogden, and went into Laramie, Wyoming, on the first train, and took the position of night operator there, afterward becoming division operator, which position he held until November, 1868. From that time until

November, 1869, he was telegraph operator and ticket clerk at Chariton and Ottumwa, Iowa, on the Burlington & Missouri Railroad. After that until June 20, 1870, he was night operator at Wasatch, Utah, and telegraph operator and ticket clerk at Cheyenne, on the Union Pacific. From June 27, 1870, to September 15, 1870, he was agent at Greeley, Colorado, opening that station. After that until May 14, 1872, he was superintendent's clerk at Denver. From then until March 31, 1879, he was local agent of the Denver & Rio Grande at Denver, and was the first agent of that company there. From September to December 25, 1879, he was night operator at Terrace, Utah, for the Central Pacific Railroad. From December 28, 1879, to August 4, 1880, he was station agent at Benicia, California, and opened that office. From that time until February 1, 1882, he was superintendent's clerk and trainmaster of the western division, at Oakland Pier. From that time until November 24, 1884, he was assistant division superintendent at Tulare. In connection with that position, from November 13, 1882, to July 1, 1883, he was in charge of construction of the Nevada Division of the Southern Pacific, Mojave to The Needles. From November 21, 1884, to April 10, 1886, he was division superintendent at Tulare. From June 10, 1886, to date, he has been in charge of the Stockton Division of the Southern Pacific Railroad. He is Second Vice-President of the Stockton Board of Trade, and a member of the board of directors.

He is a member of San Joaquin Lodge, No. 19, A. F. & A. M.; is "C. of H." in Stockton Chapter No. 38, R. A. M.; is "C." of Stockton Council, No. 10, R. &. S. M., and a member of Stockton Commandery, No. 8, Knights Templar. He is Past Master of Stockton Lodge, No. 27, A. O. U. W., and is Incorporate Director of the Grand Lodge of California. He is one of the most experienced railroad men in California, and is a popular official alike with the employés and patrons of his company.

Mr. Prugh was one of the prime movers in the organization of the Yo Semite Club, and was its vice-president and chairman of the house committee, the first year.

Mr. Prugh was married in Denver, November 25, 1874, to Miss Henrietta Morey, a native of Albany, New York.

MONACO, the leading representative of the photographer's art in this city, is a native of Canton Tecino, Switzerland, born in 1854, received his education in his native country, and in 1869 came to America, and was in Nevada until 1875, at Gold Hill, Virginia City and Eureka. From there he came to Stockton, and in 1876 first became connected with his present business, in the studio of Mr. Batchelder, and in 1883 purchased the business and appliances of J. B. Baldwin. Mr. Monaco has kept pace with the rapid progress made in photography, always making it his business to secure the latest improvements. His greatest advantage, however, lies in the possession of natural artistic taste, which his business has cultivated, and which has enabled him to produce the best effect with his appliances. As a result, Mr. Monaco stands to-day admittedly in the front rank of his profession, while his work is deemed, by the judges of the Exposition, as worthy of the highest premiums for photography. It is safe to say that through the gallery of Mr. Monaco, Stockton can compete in photography with the best work produced on the Pacific coast.

McCARTY, manufacturer and contractor of Stockton, is a native of Ireland, born in 1840, his parents being Matthew and Lizzie (Bland) McCarty. At the age of sixteen years he came to America, on the steamship Meridian, and locating at Cincinnati learned the carpenter's trade. He resided there until 1868, when he removed to California, via New York and Panama, landing at San

Francisco on the 9th of July, 1868, from the steamer Sacramento. He came at once to Stockton, which has ever since been his place of residence. He engaged in contracting in the building line, in partnership with James Fickett, with whom he was associated about fifteen months. He then went back to his native country, but returned to Stockton in 1870. He resumed the business of contracting, and a large number of public and private buildings have since been constructed by him. Among these may be mentioned the convent buildings, Henderson's carriage factory, St. Mary's church (inside work), etc., etc. Since August, 1889, he has been engaged in the mill business, in partnership with M. Fitzgerald. They have a number of workmen employed, and rent a portion of the Matteson & Williamson works. Mr. McCarty is a member of the Catholic church, and is an active and enterprising business man, and one of high standing in the community.

He was married on the 1st of March, 1870, to Miss Margaret Hickey. They have four children, viz.: Matthew William, John Edward, Joseph Aloysius and Lizzie Annie.

LEWIS LAUMEISTER, of Stockton, is a native of Germany, born at Himmelthal, Bavaria, May 12, 1822, his parents being John Anthony and Mary Anna (Hartmann) Laumeister. The father had a mill there, and his father had also been a miller. Lewis Laumeister attended school between the ages of six and thirteen years, and then went into his father's establishment and served a thorough apprenticeship as miller, which ended when he was seventeen years old. He then traveled throughout Germany to polish off his trade, according to the custom, taking in Bavaria, Nassau, Wurtemburg, Hessen and part of Prussia, and in 1843 went home for conscription. He was not drawn, however, and continued at his trade. In 1845 he emigrated to America, sailing from Rotterdam on the old ship Utica and landing at New York in the latter part of August. He remained in the city about two months, working a portion of the time at button-making, and about two weeks as a barber. He then went to Syracuse, where he obtained employment, at first packing and cooking salt, and afterward at grinding in a mill. About the first of January the mill burnt down, and he obtained employment in the manufacture of furniture.

In the spring of 1846 he went to New Hampshire and worked for a time on a railroad. Then a strike broke out on the road, and he went to Boston, where he obtained employment in the hotel of Peter Biebricken, as a waiter. He next got a chance to work in a flour-mill, which he gladly accepted, and worked there until 1849. He then went to New York again and obtained a situation as foreman in a factory on Twelfth street, Manhattanville, making mills for grinding paint, the proprietor being Daniel F. Diemann. Mr. Laumeister held that position until 1852, when he was compelled to give it up on account of his health.

In 1853 he came to California via Nicaragua, on the steamers Star of the West and Samuel S. Lewis. The last-named vessel was wrecked at Bolinas Bay on the 9th of April, and they lay a couple of weeks ashore, at last being taken off and carried to San Francisco on a little schooner. He met a cousin (Frank Laumeister) at San Francisco. He went to work at the Union foundry, preparing millstones for a mill at San Jose, and remained there about two months at $8 a day. He was then taken sick with Panama fever, and as it became evident that he would never get well in San Francisco, the doctors advised him to go to the mountains. He accordingly located his family in Stockton, while he went to Tuolumne County, and engaged in prospecting and mining. He recovered his health and came to Stockton to live, in 1855.

He at first went to work for Moses Severy and Pearsall in their slaughter house, and afterward engaged as a carpenter on the construction of a large building for the State In-

sane Asylum, and he followed the carpenter trade for some time. In 1858 he and his brother Leonard (now deceased) built a flour-mill at Linden for ex-Sheriff Rynerson. He then engaged by letter to go to Brown's Valley and run a mill there for Squire Brown, which he did until 1860. Then in connection with his brother Leonard he rented the mill of Sebastian Visher and Jabez Daggett, at Stockton. They were successful in operating it, and took all the prizes for flour, farina and pearl barley at the first agricultural fair held in Stockton. In 1862, however, they were washed out by the flood, and lost all. They had intended to buy the mill, that privilege having been given them.

Mr. Laumeister next engaged in teaming between California and such localities in Nevada as Virginia City, Reese River, Fort Churchill, etc. He was engaged in teaming until 1866, and then engaged in millwrighting again. In that year he bought the lots where he now resides, and built improvements. For a time he worked altogether for mills here, next at Merced Falls, then at Sonora for a couple of seasons. After that he went to Linden, and operated the mill there until the company stopped running. He next went to King's River and built a mill for E. Jacobs and J. Morrow. When it was completed he ran it for a while, but was taken sick with chills and fever, and returned to Stockton. Here he followed contracting and building windmills until about 1877, and then started in the grocery business, which he carried on until February, 1889, when he was succeeded by his son S. H. He is now retired from business, except that he has a ranch of 160 acres in Calaveras County.

He was married in Boston, in 1848, to Miss Mary Elizabeth Zang, a native of Gladbach, Bavaria. They have five children, viz.: Louis Lorenzo, in Butte County; Anna, wife of William H. White (engineer of the Oakdale train); Mary Josephina (now Mrs. Ahearn), of San Francisco; and Simon H., merchant, Stockton.

Mr. Laumeister is a member of the Catholic Church. He is an old-time citizen of Stockton and a man universally respected.

S. H. Laumeister, merchant, youngest son of L. Laumeister, was born in Stockton, May 13, 1862. He was educated in Stockton, then followed clerking here, at Modesto and San Jose, when he returned and clerked for his father four years. He became proprietor of the store in February, 1889. His wife's maiden name was Miss Mary Smith. He has been financial secretary of the Y. M. I. for two years.

JOHN HENDERSON, proprietor Grand Central Hotel.—Among the pioneers of California now resident in Stockton, and prominently engaged in business here, is the gentleman whose name heads this sketch. Mr. Henderson is a native of the city of Edinburgh, Scotland, born on the 4th of October, 1835, his parents being David and Cecelia Jane Henderson. His father was a jute manufacturer in Scotland, but after coming to this country in 1854 he was retired from active business pursuits. He lived after that in Stockton, and he and his wife both died in this city.

John Henderson, subject of this sketch, was reared in his native country, and received his education at Dundee. In 1849, when a mere boy in years, he left the parental roof to make his own start in life, and proceeding to Liverpool took passage on a sailing vessel bound for California. The voyage, which was a fortunate one, with only one stop (at Valparaiso), occupied seven months, and in February, 1850, Mr. Henderson landed in San Francisco. He soon was on his way to the mines, and brought up at Agua Fria, Mariposa County, where he commenced prospecting. He continued his labors there and in that vicinity, moving down upon the Tuolumne river, and continuing his prospecting in this direction. After a year in the mines he went to San Francisco, and there embarked in business pursuits. He built up an extensive business as a coffee and spice mer-

chant, his place of business being in Happy Valley, opposite the present site of the Philadelphia Brewery. In 1854 he was joined by his parents, who came out from Scotland, and in that year he removed to Stockton and engaged in the restaurant business on the levee, in company with William Inglis, who is also one of the prominent citizens of Stockton, and whose sketch appears elsewhere in this volume. This business continued for about ten years, when Mr. Henderson, attracted by the reigning excitement of the Comstock mines, went to Nevada and located at Aurora, where the celebrated Del Monte mine was opened. For five years he carried on the restaurant and hotel business there, and then went to Diamond City, Montana, where he kept hotel and also followed mining, spending two winters there. In 1869 he once more returned to Stockton, and built the Grand Central Hotel, which he completed to its present condition in 1876.

Mr. Henderson was married in San Francisco while residing in Stockton, to Miss Mary Wallace, a native of Knox County, Illinois. They have two children, viz.: Grace Cecelia and Ila Louise.

Mr. Henderson is a natural hotel man, and conducts one of the best and most pleasant houses in central California. The Grand Central is a handsome, commodious structure, admirably arranged, and containing seventy-five well lighted and well ventilated rooms, in one of the most pleasant locations in the city. The house has a large patronage, and has the reputation of always maintaining its guests, who come to it when in Stockton as to a home.

WILLIAM INGLIS.—Among those to whom Stockton's reputation for solidity and stability is largely due, is the gentleman whose name heads this brief sketch. Mr. Inglis, who is a native of Scotland, came to California in 1851, arriving in San Francisco on the 26th of September, and at Stockton on the 10th of the following month. He established the New York Restaurant on Levee street, and kept it until 1859, when he became proprietor of the State Bakery, succeeding its founders—John Gross and Joseph Levique. It has been a continual success under his management.

In 1868 he became interested in the Stockton Savings and Loan Society, that great financial institution noted at length elsewhere in this volume, and has been a director ever since. In October, 1888, he was elected president of the Stockton Combined Harvester and Agricultural Works Company, and now holds that position. A special article is devoted to that institution elsewhere.

Mr. Inglis has never put forward any claims to political preference, but notwithstanding this fact has been four times elected to a seat in the Board of Supervisors of San Joaquin County, and three times to the city council of Stockton.

He is an active business man, yet safe and conservative in his methods, and is one of the solid, substantial men of the county.

CAPTAIN SAMUEL HENERY, Chief Engineer of the California Navigation and Improvement Company, was born at Steubenville, Jefferson County, Ohio, June 24, 1842, his parents being Samuel, Sr., and Elizabeth (Donaldson) Henery, both of whom were natives of Scotland.

He was reared at Steubenville, and there learned the machinist's trade. After the breaking out of the civil war, he offered his services in behalf of the old flag, and was assigned to Company F, Eighty-fourth Ohio. During his service with this regiment he was engaged in the guarding of Cumberland, Maryland. At the expiration of his term he was discharged and returned to Steubenville. After a few months at his trade there, he again went to the front, and became an engineer in the Government service, in the Mississippi squadron. In



N. S. Harrold

this capacity he was first on the Silver Lake, next the Reindeer, then the Victory, and finally the Grossbeak. While in the Mississippi squadron he was engaged in the fighting in which its vessels took part on the Mississippi, Tennessee, White, Arkansas, Cumberland and Ohio rivers, on all of which streams they silenced rebel batteries. Among the principal fights in which he participated were those at Johnsonville, Tennessee, where they defeated three gunboats and many steamers, and at Nashville, when Thomas whipped Hood, the navy doing valiant service. At the close of the war Captain Henery went home to Steubenville on waiting orders, and after he had been there three months he received an honorable discharge, with full pay to date. In April, 1866, he started for California, making the trip via New York and Nicaragua, on the steamers Santiago de Cuba and Moses Taylor, landing at San Francisco from the latter vessel May 18, 1866. After a couple months at Napa, he engaged in the work of putting the engines in the steamer Cora, a Stockton-built boat. He next went as engineer on the old Washoe, which was then in service as the San Francisco-Oakland ferry-boat. When he left that boat he went to the Colorado river, and was chief engineer for the company navigating that stream, from Fort Mojave to Port Isabel, at the head of the Gulf of California. He held that position six year and a half, then went to San Francisco, where he became interested in the California Navigation Company. He became chief engineer of the line, and now holds that position with the present company. He has for a portion of the time been acting agent for the line, etc.

He was married in this city, June 3, 1877, to Miss Lydia A. Walcott, a native of Maine.

Captain Henery is a prominent Past Commander of Rawlins Post, G. A. R. He is a member of San Joaquin Lodge, No. 19, A. F. & A. M.; is Scribe of Stockton Chapter, No. 28, and has been for three years Warden of Stockton Commandery, No. 8, Knights Templar. He belongs also to Stockton Lodge, No. 23, A. O. U. W., and he and Mrs. Henery are members of the Eastern Star.

Mrs. Captain Henery was one of the organizers of the Women's Relief Corps in this city, and is Past President of the local corps.

NATHANIEL SIGGONS HARROLD, a rancher of Dent Township, was born in Warren County, Pennsylvania, September 18, 1833, a son of Daniel and Hilda (Martin) Harrold. The father, a native of the State of Pennsylvania, of German descent, was a blacksmith by trade. The mother was born in Ohio, of Scotch and English parentage. In 1838 they moved to Iowa and settled on a farm in Lee County, and both died in that State, the mother at sixty-five, and the father at eighty years and eight months.

N. S. Harrold received a limited education, but learned farming pretty thoroughly in his youth. In 1849, in company with a brother-in-law, John N. Taylor, he set out for California. They were members of the "Iowa Democratic Train" of sixty-four wagons, all drawn by oxen. The Indians were hostile and hovered around, but did not attack them. The train was divided at Laramie, and the captain of the small party of twelve wagons, with which Mr. Harrold's fortunes were cast, was killed by the Indians while at some distance from his company, on the headwaters of Feather river. The party arrived at Wood's creek November 14, 1849, and Mr. Harrold tried mining for a few days, and still treasures as a relic the gold then gathered. He soon learned that mining was not his forte, and he earned his first ready money as cook at the "Texas Tent," a wayside tavern, four miles west of what is now Farmington. He filled that position all of his first winter in California, at $150 a month. He next served as teamster for a freighting firm for five months, and in the fall of 1850 he bought four oxen and two wagons and went to freighting on his own account.

In 1851 he bought the Oregon ranch on French Camp slough, near Farmington. In 1852 he made a second trial of mining for six weeks, only to become more settled in his conviction that mining was not in his line. In 1853 he sold out his teaming business and embarked in the cattle-raising industry. He went into southern California, buying cattle at different points. He followed that line for five years, buying, grazing, driving and selling cattle, sometimes having 12,000 head, of all grades, of which he would drive perhaps 1,000 head, from time to time, to a market in the mines.

In 1858 he made the Oregon ranch the center of his cattle trade, having a partner, and selling chiefly to drovers. The ranch of 320 acres was increased by purchase from various parties until it comprised 5,400 acres. In 1864, being with his partner a heavy loser by the drouth of that season, they drove 2,300 head into Montana to save a remnant of their herds. In 1865 he entered more largely into general farming, which has been his chief business since that time. In 1868 he erected a fine brick residence on his place in Farmington, at a cost of about $10,000 for building and $3,000 for furnishing. He also bought land in various quarters, and was owner of 15,000 acres before 1880. In 1884 he bought 1,440 acres in Dent Township, eleven miles southeast of Farmington, which he had increased to 2,560 in 1889. He uses all the modern conveniences for farming on a large scale, and expects to plow and haul with a traction engine within two years. He has been County Treasurer for one term, 1873–'74, and School Trustee for ten years or more. He prefers farming to office-holding, and always finds enough to do in caring for his landed interests.

Mr. Harrold has been twice married, first at his place in Farmington, May 17, 1856, to Miss Elizabeth Ann Smith, born in Clarke County, Ohio, September 14, 1840, a daughter of Samuel and Levisa (Welchance) Smith. The father, born in Virginia in 1800, the son or grandson of a German emigrant, moved to Ohio before his marriage, came to California in 1854, and died in Stockton in 1864. The mother, a native of Ohio, of Welsh descent, died in that State at the age of thirty-nine. Mrs. Harrold came to California in 1853, with her sister Amanda, the wife of William Stamper, M. D., who settled in Stockton. Mr. and Mrs. Harrold have had eight children, of whom these six are living in 1889:

(1) Aaron Montague Harrold, born December 28, 1857, finished his education in the University of the Pacific at San Jose, where the mother and children resided from 1875 to 1884. The four oldest children attended that institution for some years. A. M. was married April 4, 1881, to Miss Henrietta Bruner, a native of Marysville, a daughter of Rev. J. and Margaret Bruner. She died May 7, 1887, leaving two children: Clarence William, born January 29, 1882, and Allison Nathaniel, born December 23, 1886.

A. M. Harrold was again married August 21, 1889, to Miss Lucy Ann Cowdrey, born in Campo Seco, California, February 6, 1868, a daughter of Isaac B. and Alice (Mullen) Cowdrey. The mother died August 7, 1878, and the father October 30, 1884, aged sixty-two, both at Campo Seco.

Mr. A. M. Harrold owns 600 acres two miles south of Farmington, on which he has erected a nice residence, at a cost of $3,000 to $4,000. He is a member of Lodge No. 296, I. O. O. F.

(2) Arthur Winfield Harrold, born at Farmington, September 29, 1861, was educated there and afterwards at San Jose, receiving a diploma from the Business College of San Jose in March, 1881. He then went to farming on his 490-acre ranch, three miles southwest of Farmington. In 1883 he rejoined the family in San Jose, and in 1884 returned with them to Farmington. He next went to clerking in a dry-goods store in Stockton for one year, and afterwards into the manufacture of Canyontell Bitters, as a member of the firm of W. T. Donnell & Co., of San Francisco, for about two years. That business was closed out February 27, 1889, and on the 4th of August of that year

Mr. Harrold returned to his ranch, where he proceeded to erect a neat house, at a cost of about $2,000.

Mr. A. W. Harrold was married in San Jose, to Miss Ellen Carter, born in that city, and they have two children, both born in San Francisco: Ruby, July 7, 1887, and William Arthur, November 27, 1888.

(3) Mollie Pacific, born June 14, 1864, finished her education at San Jose, was there married September 6, 1883, to Charles E. Blythe, and has two children: Alice Eva and Samuel Allison.

(4) Nevada, born December 26, 1867, also finished her education at San Jose, was married at Farmington in 1885 to Peter J. Chalmers, and has two children: James Arthur and William Wallace. (5) Arizona, born March 15, 1872, and (6) Clarence, born August 30, 1874, are both living with their mother at the homestead in Farmington.

Mr. N. S. Harrold was again married June 17, 1881, to Miss Mary Lodema Butler, born in Iowa, May 1, 1848, a daughter of Pierce Gould and Elvira (Lamson) Butler, both natives of Connecticut. The mother died young. The father, born September 24, 1821, son of Martin and Cynthia (Potter) Butler, is still living on his farm in Mahaska County, Iowa. Martin Butler was of English parentage, and by calling a sea captain. The Lamsons are of New England birth for several generations. Mr. and Mrs. Amos Lamson, the parents of Mrs. Butler, moved to Iowa and lived to a good age, the mother being over seventy when she died.

Mr. and Mrs. N. S. Harrold are the parents of three children: Hulda Louise, born October 5, 1883; Lena May, May 1, 1886; Nathaniel Gould, March 22, 1889.

DR. W. E. GIBBONS, of Stockton, is a native of Cape Girardeau, Missouri, born March 18, 1837. He spent his early boyhood days at his native place and received his education there and at St. Louis, finishing at the Christian Brothers' College, in the latter city. On leaving college he decided to learn a trade, and adopted that of harness-making. In 1863 he came to California via Panama, and after working at his trade for a time, became connected with the city and county hospital, with which he was identified for six years. His constant association with the medical staff of the institution gave him an excellent opportunity to study medicine, and he determined to adopt the profession, Dr. William A. Douglas, of the hospital, becoming his preceptor. Upon leaving the hospital, he entered St. Mary's College, San Francisco, where he took a two years' course in Latin and the higher branches. That completed he began an attendance at the medical department of the University of California. He took one course of lectures there, then attended the medical department of the University of the Pacific, where he was graduated in 1878.

He commenced practice in San Francisco, but removed to Amador County. After two years and a half at Sutter Creek, in that county, he came to Stockton, where he has since been engaged in successful practice.

Dr. Gibbons is vice-president of the San Joaquin Medical Society, and is a man of the highest standing among his brethren of the profession. He is Examining Surgeon of the Catholic Mutual Benevolent Association, and Society Surgeon of the Y. M. I.

He was married, in San Francisco, to Miss Mary Agnes Roley.

CLARA M. FREEMAN, M. D., a practicing physician of Stockton, was born in Sierra County, California, May 6, 1861, a daughter of William and Clarissa Jane (Richardson, by birth Hughell) Freeman. The father, born in Green County, Tennessee, January 19, 1816, had also been previously married, and had three sons and a daughter by the first marriage, of whom two sons are living in 1890.

The mother, born in Tremont, Tazewell County, Illinois, August 10, 1829, was married while quite young, to Charles Francis D. Richardson, by whom she had two children, both deceased. A young widow of nineteen, she was married to Mr. Freeman, August 10, 1848. There are two sons and three daughters of this marriage living: George Washington, born in Iowa, December 22, 1849, came with his parents and a younger brother to California in 1859, and is now a carpenter in Sacramento; Frank, born in Iowa, October 17, 1858, was married to Miss Ada Parker, a native of Mason Valley, and is now a rancher in Nevada. These have three children: Lucretia Jane, born May 19, 1886; Ada Belle and William James. The three daughters of Mr. and Mrs. William Freeman, all born in California, are: Clara M., the subject of this sketch; Ada, born December 10, 1864, now Mrs. J. J. Stubbs, of Grub Gulch, Fresno County; Laura M., now Mrs. J. W. Isom, of Sacramento. Matilda Freeman, a daughter by the first marriage, was married to Oliver Farr, and their daughter, Rhoda P., was married October 22, 1888, to J. B. Logan, of Stockton. The mother of Mrs. Logan is deceased, but the father is living in 1890, at the age of fifty-three. William Freeman died at Cloverdale, Sonoma County, December 16, 1877, but Mrs. Freeman is still living in 1890. Grandparents George and Phœbe (Pugh) Hughell lived to an advanced age. The former, born in Washington County, Pennsylvania, December 31, 1783, died in Jefferson County, Iowa, December 7, 1873; and the latter, born in South Carolina, November 30, 1786, died in Jefferson County, Iowa, September 30, 1872. They had been married in Ohio, March 4, 1805.

The subject of this sketch received her early education in the public schools, and in 1881 entered the California Eclectic Medical College in San Francisco, from which she was graduated after a full course of three and one-half years, in April, 1885. Her practice in this city is largely taken up with women and children, as she had expected and desired. Dr. Freeman is a member of the California Eclectic Medical Society.

SOLOMON LYTLE CONFER, of the firm of Confer & McDougald, manufacturers of San Joaquin river brick, was born in Ohio, in 1838, a son of Solomon and Jane (Lytle) Confer. The mother a native of Ohio, of Irish descent, was married in Dayton and died in Greene County, Ohio, of child-birth, at the age of thirty-six, leaving five children, all living in 1890. The father, a native of Maryland, came to Ohio with his parents and settled in Greene County. He lived to the age of sixty-eight, dying in Terre Haute, Indiana. Grandfather Michael Confer, born in Germany, first settled in Maryland, and afterward moved to Ohio, settling on a farm in Greene County, near Yellow Springs, being one of the pioneers in that section.

S. L. Confer learned the trade of bricklayer in Rock Island, Illinois, from the age of sixteen to twenty, and there worked two years at his trade as journeyman. He came to California in 1860, across the plains, arriving in Stockton, whither his brother William, still residing in this city, had preceded him. S. L. Confer has followed his trade of mason and builder here for twenty-eight years, being partner with his brother William, under the style of Confer Brothers, from 1881 to 1888. In May, 1889, he engaged in the manufacture of brick at Lindstorm's Ferry, on the San Joaquin, under the style of Confer & McDougald, he being the manager of the business, employing from forty to fifty hands in the working season.

He was married in Stockton, in 1866, to Miss Annie Campbell, a native of Providence, Rhode Island, who died in 1881, at the age of thirty-eight, leaving three children: Charles Henry, born in 1872, a pupil in the high school in 1890; Frank Solomon, born in 1875; Frederick William, born in 1881. Mr. Confer was again

married in this city, in January, 1884, to Miss Katie S. Hawkins, a native of Cincinnati, Ohio, who had come to California in 1879, with her mother and two sisters, now residing in San Francisco.

Mr. Confer is a member of Stockton Lodge, No. 68, F. & A. M.; of Royal Arch Chapter, No. 28; of Stockton Commandery, No. 8; of Homo Lodge, O. E. S.; of Truth Lodge, No. 55, I. O. O. F., and of Stockton Lodge, A. O. U. W.

THOMAS CUNNINGHAM, Sheriff of San Joaquin County, is a native of County Longford, Ireland, born August 17, 1838, and when ten years of age came to the United States, locating at Brooklyn. There he served an apprenticeship at the harness-maker's trade with a brother-in-law. He worked there until 1855, when he removed to California, via Panama. He left New York on the steamer Illinois, and landed at San Francisco from the steamer Sonora, on Saturday, June 16, 1855. He came at once to Stockton, and went to work for Peachy & Baggs, where Buckley's hat store is now located. He afterward changed his place of employment to the shop of George Ellsworth, who kept in an iron building on Hunter street. After this he worked at the establishment of Bird, who was succeeded by H. T. Dorrance.

In 1860 Mr. Cunningham started in business for himself on Main street, near El Dorado, having bought out J. W. Scott there. In 1871 he was elected sheriff of San Joaquin County, took the office on the first Monday in March, 1872, and a year later closed out his harness business. He has held the office of Sheriff ever since his first incumbency by virtue of re-election, and during that time no emergency has ever risen to which he was not equal, though there have been very many instances in which great tact was required, and many others calling for unflinching courage. (See chapter VII.)

He was married in this city, in 1861, to Miss Catherine Burke (now deceased). There are three children of this marriage, viz.: Lillie M., Maggie E. and Katie.

Mr. Cunningham is a member of Morning Star Lodge, A. F. & A. M.; of Stockton Chapter, Stockton Council and Stockton Commandery. He has been a member of Charity Lodge, No. 6, I. O. O. F., since 1858. He also belongs to the Knights of Pythias, and to the Red Men. He was identified with the old volunteer fire department when it was in vogue, and was for two years foreman of Eureka Engine Company. He has also served in the city council of Stockton.

F. S. HATCH, of Stockton, was born at Corinth, Maine, thirty miles east of Bangor, September 27, 1832, his parents being Harvey and Nancy (Walker) Hatch. He was reared at East Corinth, Penobscot County, and learned the trade of blacksmith and horseshoer with Charles Herrick. After serving an apprenticeship of three years, he still remained with Herrick, and was with him until 1859, when he removed to California, via Panama. He landed at San Francisco, January 10, 1860, but remained in the city only over night, going the next day to Stockton by boat. From here he proceeded to the mines, going to Jenny Lind, where he worked a year and a half at his trade He then went to Murphy's, where he conducted a shop until 1870. He then went East, but in 1873 returned to California, and located in Stockton. In February, 1873, the firm of Hatch & Holmes started in this city a general job and horseshoing shop. In the fall of the year they opened another shop, at Livermore, and Mr. Holmes went there and took charge, Mr. Hatch remaining in control of the Stockton shop. They were together about two years, then dissolved, Mr. Hatch taking the shop in this city. Since that time he has carried on the business of horseshoeing alone, and his estab-

lishment has a reputation for first-class work second to none in California. His foreman is William Fitzgerald, who has been in the shop since the 9th of July, 1879, and who is one of the best horseshoers in the United States. Their work is not confined to fast horses, but the finest race horse in the country could be shod here to the entire satisfaction of the most fastidious owner. Horseshoeing of that kind is an art in itself. Mr. Hatch knows what a good roadster is, himself, and, in fact, keeps some good ones of the Nutwood stock.

He is a member of Morning Star Lodge, A. F. & A. M., and of the A. O. U. W. He was Master of Ophir Lodge, No. 33, for five years.

Mr. Hatch was married to Miss Mary Jane McMahon. They have three children, viz.: Nellie, wife of D. H. Guernsey; Cora, wife of Edwin Gross, and Jennie Gertrude.

Mr. Hatch is a genial, courteous gentleman, and has many friends.

JOHN B. DOUGLASS, a well-known "Forty-Niner" of Stockton, was born on Sixteenth street, between Seventh and Eighth avenues, in New York, August 6, 1830, a son of John and Eliza (McDevitt) Douglass. The father, a native of New London, Connecticut, followed a seafaring career from early youth, and was for twenty-two years chief officer of a merchant vessel in the New York and Liverpool trade, and was lost at sea in 1837. The mother died in 1836, aged twenty-two, leaving two children, the subject of this sketch and a daughter, Margaret, three years younger, now Mrs. James Cullen, of Bloomington, Illinois. Grandfather Douglass, a native of Edinburgh, Scotland, and a cooper by trade, came to America in early manhood and settled in New London, Connecticut. He lived to the age of ninety-six and was able to work to the day of his death, being accidentally killed by falling through an open trap-door. His wife reached the age of seventy-five. The McDevitt family of New York, to which the mother of the subject of this sketch belonged, were of Dublin (Ireland) birth or parentage, and at least one brother of Mrs. Douglass was a merchant of some prominence in New York city.

John B. Douglass, an orphan at seven, began to do light work of various kinds in early youth, receiving some little schooling. With the passing years he managed to pick up a fair education, and at the age of sixteen became a clerk for a few years, in his native city, the larger part of the time in a shoe-store. After a three months' visit with his relatives in New London, Connecticut, he left that port early in 1849, on the barque Flora for California, by way of Cape Horn, arriving in San Francisco July 3, 1849. He went to mining in Coloma, and after fourteen months so engaged left for the East, September 5, 1850, by way of Panama. Returning to this coast by the same route in the spring of 1851, he came to this city and embarked in the public house business, but went East again before the close of 1852. He was married in New London, January 10, 1853, to Miss Ellen Dart, and set out again for California three days later. Resuming his business, which he had left in charge of another, he carried it on here until the autumn. He then moved to Columbia, Tuolumne County, where he conducted a public house and filled the position of stage-agent for sixteen years. Meanwhile, in 1857, he went East once more and returned with his wife to Columbia. Mr. Douglass was a member of the board of trustees of that town several years and president of the board two years. He there acquired some mining interests, a few of which he has retained to the present time. Selling out his business in Columbia he came to this city and opened a saloon in the Yo Semite House, July 4, 1869, which he carried on until February 28, 1885. In partnership with Stephen Badger, since April 20, 1885, under the style of Douglass & Badger, he bought his present business at 339 Hunter street, established some dozen years before. Mr. Douglass served as chief engineer of the

fire department of this city about eleven years, and for seven years was a member of the National Guard of California, going through all the grades from private to captain, and resigning the latter in the spring of 1888. He has been a member of the Improved Order of Red Men since 1874, and of the Knights of Pythias since 1876.

Mr. and Mrs. John B. Douglass have two children: William Grant, born in Columbia, California, December 27, 1860, educated in the schools of Stockton, including high-school and business college, learned railroad and steamboat engineering and is now employed by the city as an engineer. He was married April 22, 1884, to Miss Annie Goodman, born in Kansas, January 24, 1865, a daughter of John and Ellen Goodman; they have one son, John Aloysius, born October 5, 1886; Joseph Smith, the second son of Mr. and Mrs. J. B. Douglass, also born in Columbia, May 8, 1863, and educated in this city, was here married, December 31, 1883, to Miss Annie Hentzelmann, a native of Stockton, whose mother is still living at the age of about seventy. They have one child—Irene, born in 1884. Joseph S. Douglass is working for the firm of Douglass & Badger, at 339 Hunter street.

JAMES SKIFF DUNHAM, a rancher of this county, residing in Stockton, was born on Martha's Vineyard, Massachusetts, October 24, 1852, a son of Shubael and Elizabeth (Dexter) Dunham. (See next sketch.) He was brought to California by his mother in 1856, and was educated in the district schools of this county, closing with a few years' course in the higher institution in Collegeville and in the Stockton high school. In 1872 he engaged in farming, being placed in charge of some of his father's lands in Merced and San Joaquin counties, and has followed that avocation to the present time. Since the age of twenty-one he has been the owner of 320 acres, and since the fall of 1886 has been a permanent resident of this city, where he owns a very pretty and comfortable home. He has been a member of the Stockton Board of Trade, and takes a deep interest in whatever promotes the advancement of this city and county. He is a life member of the San Joaquin Agricultural Society.

J. S. Dunham was married in Douglass Township, July 20, 1881, to Miss Berenice Bishop, born in this county April 7, 1861, a daughter of Henry Bostwick and Caroline Elizabeth (Gilliland) Bishop, both natives of New York State, married in California, and living in this county in 1890, born about 1824, came to California in 1849. The mother, born in West Fayette, New York, about 1840, came across the plains from Illinois in 1851, with her parents William and Emma (Young) Gilliland. Grandfather Gilliland died in middle life, aged about fifty, and grandmother lived to be sixty-six. Grandfather Bishop married a Miss Reed, both being probably natives of the State of New York.

Mr. and Mrs. J. S. Dunham have three children, all born in this city: Edna Lucille, June 27, 1883; Charles Bishop, January 28, 1886; Leland L., April 7, 1889. Mrs. Dunham is a member of Lebanon Rebekah Lodge, No. 41. Mr. Dunham is a member of Stockton Lodge, No. 11; of Parker Encampment, No. 3, and of Canton Ridgeley, I. O. O. F., being ensign of the last named in 1890. He is a member of Centennial Lodge, No. 38, Knights of Pythias, and of several social and athletic organizations; the Yo Semite Social Club, the San Joaquin Rowing Association, and the Pacific Coast Field Trial Club.

SHUBAEL DUNHAM, a rancher of Douglass Township, residing in Stockton, was born in Martha's Vineyard, Massachusetts, September 15, 1825, a son of George and Eliza (Manter) Dunham. The mother died at about the age of thirty-one, both her parents, Jonathan and Jane (Butler) Manter, reached the ages of

eighty and seventy, respectively, both being natives of New England. The father, born about 1803, died in 1872, and his parents, Shubael and Charlotte (Norton) Dunham, also lived to be seventy or more; especially his grandparents Norton were also long-lived, and owned a large tract of land on the island of Martha's Vineyard, being able to give a farm at marriage to each of their eight daughters. Grandfather Shubael Dunham, the son of an English emigrant, was a sea captain in middle life, and postmaster of what is now known as Vineyard Haven, he and his son, George, holding it in succession for thirty years. The former served in the local custom-house for some years, and the son filled some of the town offices for the greater part of his mature life, both also owning farms in the vicinity. Of the children of George and Eliza (Manter) Dunham, four are living in 1890. The subject of this sketch and his sister Peggy, by marriage Mrs. James Skiff, in this county; Charlotte, Mrs. Isaac Cowan, of Fairhaven, Massachusetts, and Eliza, the wife of William E. Sparrow, M. D., of Plymouth County, Massachusetts, residing at Mattapoisett.

The subject of this sketch was enterprising from his youth, and could with difficulty be kept from going to sea. He was induced to learn the trade of carpenter, but served an apprenticeship of only six months, when he left for Wisconsin and worked at his trade in Port Washington, near Milwaukee. He soon bought 160 acres in that State, and had spent only a few years in Wisconsin, when he caught the gold fever. He came to California in 1849, across the plains, leaving Milwaukee in February and taking about six months to reach Salt Lake city, where those who had families, about forty in number, left them to winter, and then pushed on by the Humboldt route, and Mr. Dunham reached Sacramento in September, 1849. He went to mining on the Cosumnes and Dry creek, making also a prospecting tour as far as Mariposa. In 1850 he opened a miners' supply store on Dry Creek, which he conducted for more than a year, when he sold out. In 1851 he went East by way of Panama, and was married in 1852 to Miss Elizabeth Dexter, of Martha's Vineyard. After some months he again set out for California by the Nicaragua route, and on his arrival, in 1853, he bought a half interest in a store on Mormon creek, in Tuolumne County. Dissolving partnership in 1855, he took 160 acres of land in this county, in settlement. In 1856 he again went East, and returned with his wife and child. In 1859 he built on his ranch, at a cost of about $10,000, a fine residence and farm buildings. To his 160 acres he added by purchase of adjoining lands from time to time until he owned 1,760 acres in one body in Douglass Township. Of this he deeded 320 acres to his son James S., about 1876, and still owns 1,440 acres, the farming of which he now superintends from this city, the chief product being wheat. He was the first to ship flour to New York and wheat to Liverpool from this county. About 1876 he bought the residence and grounds he occupies in this city, and has continued to improve and embellish them down to 1890. By his second wife, Berenice Bishop, a native of this State and for some time a resident with her uncle in Honolulu, Mr. Dunham has three children: Lucille, Charles Bishop and Kneeland L. Dunham. Mr. Dunham has been a director of the Farmers' Union since its establishment, and is interested in the Stanislaus Canal Company and the San Joaquin Water Company.

CHARLES W. DOHRMANN, a prominent insurance agent of Stockton, and general agent of the Alta Insurance Company of this city, was born in Schleswig-Holstein, Germany, June 21, 1846, a son of William and Frederika (Behrend) Dohrmann, both natives of Germany. The mother died in that country in 1856; the father, born in 1805, died in San Francisco in 1886. The subject of this sketch came to California by way of New York and Panama, arriving in San Francisco January

6, 1864. Coming to Stockton, where his brother Adolph was engaged in the grocery trade, he worked here partly for the firm in which his brother was a partner, and partly in other pursuits until 1868. His brother having meanwhile become sole owner through the death of his partner, the subject of this sketch bought the business, and carried it on until 1871, when he sold out and engaged in insurance, which has been his chief avocation since. He also owns some land, to the cultivation of which he gives his personal supervision. When the Alta Insurance Company was organized here in May, 1888, he was chosen general agent by the directors, and still holds that relation to the company in 1890. He is believed to have initiated in this section the system of insuring growing grain against fire, and in this as well as in general insurance he has built up a large business.

Mr. Charles W. Dohrmann was married in this city June 23, 1870, to Miss Pauline Wetzler, born in Saxony, of German-American parents, then on a visit to their native land. Mr. and Mrs. Dohrmann are the parents of five children, each of whom uses a final initial W., representing Wetzler in the given name. The children are: Augusta E., Louise B., Marie J., Ida C. C. and George C. Dohrmann.

Mr. Dohrmann has been a member of the National Guard of California since 1864, and is on the staff of the Third Brigade, with the rank of Major in 1890. He is also a Mason, a Knight of Pythias, a Druid and a Turner.

FORD & WATSON.—The United States Stables, Stockton, owned by the above-named firm, is one of the leading livery establishments of the city. In the early days of Stockton the business was started, under the name of the Warsaw Stables, by Newton Nye, a well-known figure of that day. The establishment was afterward carried on by Thomas Nye and Peter Jahant, which firm became later on Jahant & Beswick. Dr. Northrup afterward became Jahant's partner, buying out Beswick, and eventually Jahant became sole proprietor. On the 14th of April, 1874, James and Patrick Ford bought the stables, and three years later James Ford bought his brother out. He was alone for some time, but finally sold a half interest to William Brennan, who was a member of the firm four years. During the next three years Mr. Ford carried on the business alone, but on the 1st of October, 1888, he sold an interest to J. A. Watson, making the present firm. They run thirteen head of good livery stock, and an assortment of a dozen first-class vehicles, of all kinds necessary to a livery stable of the better class.

James Ford, of Ford & Watson, is a native of Ireland, born in the county of West Meath, on the 22d of November, 1848. He spent his boyhood days there, and in 1866 came to America. He was in New York city until February, 1868, and then started for California via Panama. On the Atlantic side he was a passenger on the steamer Folletet, and he landed at San Francisco from the steamer Oregonian, on the 10th of March. He came directly to Stockton, and was soon employed at farm work. After two years he rented land in O'Neil Township, six miles from Stockton, where he farmed for himself. The first year he had good success, but not so the second season, which was very dry. He then went to work for others again, after which he worked awhile at Doak's stable, then back at ranching again until the spring of 1874. He then engaged in the livery business, the price paid for stock, etc., being $1,450, and $45 per month rent for barn. Seven years later he bought the establishment. The history of the business is given above.

He was married in San Francisco to Miss Ellen Byrnes. They have two children, viz.: Maggie and Nellie. He is treasurer of the Y. M. I., and a member of the A. O. H.

He is an Exempt Fireman, and was identified with the old volunteer department from October, 1873, until it disbanded to make way for the paid system. He was a member of Protection

Hook and Ladder Company, No. 1, all that time, and was for one year First Assistant Engineer of the department.

Mr. Ford takes an active interest in public affairs, is a Republican politically, and prominent in the party councils.

J. A. WATSON, of the firm of Ford & Watson, proprietors of the United States Stables, Stockton, is a native of Berks County, Pennsylvania, born at Pittston on the 21st of September, 1850, his parents being J. D. and Isabella (McCowan) Watson. In 1857 the family came to California via Panama, landing at San Francisco. They located at Chinese Camp, where, after mining for a time, the father engaged in the restaurant business. In April, 1858, they removed to Stanislaus County, locating on the Sonora road, within four miles of Knight's Ferry. The mother died in Stanislaus County, in March, 1861, aged thirty-four years. The father is now a resident of Stockton, having retired from farming. He was born in 1813.

J. A. Watson, with whose name this sketch commences, was reared to ranch life, and when grown he and his brother James became partners in the general farming and stock business. They are still associated together in that business, and James makes his headquarters on the ranch in Stanislaus County. J. A. Watson was married to Miss Mary Nolan. Mr. Watson is a member of Summit Lodge, No. 112, A. F. & A. M., of Knight's Ferry, and of the Y. M. I., Stockton. In politics he is a Republican.

NICHOLAS ENDICH, part owner of the "Poplar Resort," two miles east of Stockton, was born near Ragusa, Austria, early in 1831, a son of Michael and Mary (Erlevich) Endich, both deceased. The father was by occupation a farmer, and both parents lived and died in their native land.

The subject of this sketch went to sea at the age of sixteen in a vessel engaged chiefly in the trade between Ragusa and Bristol. After three years in that line he spent six months in Bristol, England, and then sailed from that port for America. He arrived in San Francisco in October, 1850, and went to mining near Sonora, where he spent the first winter. He afterward mined two or three months on Feather river, and in August, 1851, he began mining in Amador County, near Jackson, where he remained until 1854, engaged in that pursuit. He then bought 160 acres in partnership, and went to farming. He planted a vineyard and some 700 peach trees, only to find, after seven years, that vine-growing was not profitable in that region. In 1862 he lost his peach orchard by the great flood, and the necessaries of life sold at famine prices—sugar, $1 per pound; bread, $1.25, and everything else proportionately dear. Mr. Endich sold out his interests in that district on February 23, 1864, and moved to this city. Meanwhile he had been married here, July 19, 1863, to Miss Pauline Vizelich, also a native of Ragusa, and a daughter of Stephen and Lucy Vizelich. She had come to California direct from Ragusa, leaving that port March 25, and reaching San Francisco June 30, 1860, where she spent nearly a year. In May, 1861, her brother Nicholas bought a place in this city, and she came here also.

Soon after their marriage Mr. Endich bought the square in this city on which he still resides, the portion not taken in with the home and out-buildings being planted to fruit trees. In 1867 he bought the square immediately south, but sold it in 1869. In 1875 he bought about fifteen acres two miles east of the city on the Copperopolis road, which he retained and cultivated twelve years. In 1887 he sold ten acres, retaining the remainder, on part of which is situated the "Poplar Resort," in which he is still interested.

Mr. and Mrs. Endich lost one child in infancy and have three living, all born in this city—Mary Agnes, born September 14, 1864, was married September 11, 1884, to Nicholas P. Chagal, of this city; Nellie Cecilia, born October 5, 1868, received a liberal education, is an accomplished musician and an artist of marked ability; Nicholas Francis, born March 28, 1871, was educated in the public schools and in the Business College of this city. He was engaged with his brother-in-law, N. P. Chagal, from September, 1887, to September, 1889, and has since been with his father in charge of the "Poplar Resort." The whole family are members of the Roman Catholic Church.

SAMUEL WALKER ELLIOTT, superintendent of the Stockton Combined Harvester and Agricultural Works, was born in Bow, New Hampshire, March 16, 1850, a son of James G. and Elvina (Walker) Elliott. The father, born in August, 1827, is a farmer in the town of Bow, about five miles from Concord, New Hampshire, in 1890. Grandfather Samuel Elliott died at the age of forty-nine; grandmother Martha (Green) Elliott is living in Bow, New Hampshire, in 1890, aged eighty-nine; her father, "Colonel" Green, was ninety-three at his death, in the same town.

S. W. Elliott received a common-school education and helped on his father's farm in a small way until 1864, when he went to learn his trade of carriage-making with the Concord Coach Company, entering the wood-work department. He remained with that concern six years, three of which were spent as an apprentice and the others as journeyman. In 1870 he went to work in his line in Amesbury, Massachusetts, and had an opportunity to get a comprehensive understanding of the carriage-making business in all of its departments. There he was placed in charge, in 1880, of a carriage factory having a capacity of manufacturing 2,000 vehicles of all kinds annually.

In 1883 he was induced to come to this city, and was employed by the Holt Brothers, of the Stockton Wheel Company, with whom he remained until 1888. He then found it of financial advantage to go to work for his present employers in the Stockton Combined Harvester and Agricultural Works, as superintendent of the car department, and at the annual meeting of the directors in 1889 he was chosen superintendent of the works.

Mr. Elliott was elected to the city council in 1886 and held that office until the adoption of the new charter, which became operative in June, 1889.

He has been an Odd Fellow since the age of twenty-one, joining the order in Concord, New Hampshire; was afterward a member of the Grand Lodge of Massachusetts, and is a charter member of Truth Lodge, No. 55, of this city, being also one of its first representatives to the Grand Lodge of California.

Mr. S. W. Elliott was married in Concord, New Hampshire, June 7, 1870, to Miss Estelle E. Judkins, born in that State December 26, 1852, a daughter of Gilman and Adeline (Garvin) Judkins, both living in that city. Mr. and Mrs. Elliott have two children: Frederick Weeks, born in Massachusetts in July, 1878, and Estelle May, born in Stockton, December 26 1885.

PATRICK ELIOT, a rancher of Douglass Township, deceased June 16, 1883. The subject of this sketch was born in Otsego County, New York, March 1, 1810, son of George and Jane (McCarthy) Eliot. The family moved to Kentucky and thence to Indiana, where the father died on his farm in Putnam County, aged forty. The mother lived to be seventy-two, dying in Iowa. Both grandfathers were emigrants, Eliot being English and McCarthy Irish.

P. Eliot was brought up to farming, and was married January 14, 1830, in Putnam County, Indiana, to Miss Ann Westfall, born in Miami

County, Ohio, a daughter of Levi and Margaret (Pettit) Westfall. The family moved to Putnam County, Indiana, and afterward to Boone County, where the father died, aged sixty-six. The mother died at Lafayette, Indiana, aged sixty-eight, and was buried beside her husband at Thornton, Iowa. Grandparents Jacob and Mary (King) Westfall died in Indiana, the former at the age of seventy-seven and the latter about ninety. Grandfather John Pettit died in Ohio, aged sixty.

Mr. and Mrs. P. Eliot came to California by the Panama route in 1859, and on their arrival in San Francisco proceeded by boat to Sacramento. They settled on a farm near Sutterville, where they remained until 1862, when they moved to the 160-acre ranch in Douglass Township, in this county, still occupied by the family. It is good farming land, wheat and barley being the chief marketable products.

Mr. and Mrs. Eliot have had eleven children, of whom ten are living in 1889: George D., born December 30, 1830, is married and resides in Missouri; Levi W., born April 11, 1833, became a physician, and was married in Illinois. He came to California in 1876 and practiced in Stockton eight years when he returned to the East, settling in Valparaiso, Indiana; Margaret Jane, born July 1, 1835, by marriage, in November, 1854, Mrs. Samuel A. Hummer, died in Illinois in February, 1856; Isaac W., born July 16, 1837, came with his parents to California in 1859, went East in 1861, studied medicine in Philadelphia, practiced in Chicago nine years, returned to California in 1883, and is now an orchardist in Pasadena; Jacob, born January 28, 1840, came to California in 1861, went East after a few years, and is now a farmer in Washington Territory (or State); Henrietta, born February 19, 1842, now Mrs. Peter Glasscock, of Clay Station, Sacramento County, has one son, David Orpheus, born in March, 1870; Sarah Caroline, born August 3, 1844, now the widow of Robert Nason, of O'Neil Township, who died July 10, 1889; Francis Marion, born November 23, 1846, married November 30, 1869, to Miss Rose Bruce, now resides in Washington State (or Territory); they have one child, Ernest D., born in 1883; Winfield Scott, born July 7, 1849, married December 23, 1880, to Miss Mary M. Lewis, born February 11, 1858, in this township, a daughter of David and Mary Ann (Medlin) Lewis; they reside on the Eliot ranch, and have three children: Roy B., born August 11, 1881; Annie, June 4, 1884; Alice Adele, June 6, 1886; Miriam, born June 2, 1852, married September 7, 1870, to Barton Hurd, now a rancher of Yolo County; they have six boys and three girls; Patrick Henry, born July 28, 1855, resides on the Eliot ranch, and is unmarried. With his brother, W. S., he owns 500 acres near Clay Station.

All the children have been well educated. Besides the two physicians mentioned George D. also studied medicine, but did not follow it as a profession.

M. D. EATON, of the real-estate firm of Eaton & Walsh, is a native of California, born in San Joaquin County, April 30, 1861. His father, E. R. Eaton, a New Yorker, came to California in 1852, and farmed successfully in this county, about six miles from Stockton on the Sonora road, until his death in 1886.

The subject of this sketch was reared and educated in this county. He learned the wagon-maker's trade, sewing an apprenticeship in the establishment of M. P. Henderson, Stockton, with whom he remained eight years. In 1884 he engaged in the real-estate business, which has since employed his attention. He is a member of Stockton Parlor, N. S. G. W., and of Truth Lodge, No. 55, I. O. O. F.

Mr. Eaton is one of the most enterprising young men of Stockton, and has done a great deal towards calling attention to what are destined to be the true sources of prosperity in this region.

The firm of Eaton & Walsh, of which he is a

member, was organized in 1884, composed as at present, of M. D. Eaton and Thomas F. Walsh, and succeeding the firm of Tucker & Walsh; while they sell property on commission, their business is by no means confined to that branch, as they buy and sell largely. The firm enjoys an excellent reputation.

They have a ranch of sixty-five acres on the Stockton and Copperopolis road, distant ten miles from Stockton, and a quarter of a mile from Holden. This tract is what is called slum land, the soil being formed by the overflow of the Mormon slough. They purchased the place in 1887 from George Klinger. In February, 1888, the present owners planted the entire tract to fruit, of the following varieties, and in the quantities mentioned. Apricots (four varieties), 2,200 trees; peaches (running from very early to very late), 2,400; Bartlett pears, 450 to 500; cherries, one acre, or 108 trees; prunes (French), 500; almonds, 550; English walnuts, 110; figs, 150; apples, 50. All the trees named have done well, the planting having been superintended by Mr. Eaton in person, and every care having been given the orchard. The place is connected with the Mormon slough, the land being leveed along the bank, and the waters from the slough are admitted by means of flood gates. When the water is high these gates are opened long enough to admit six inches or a foot of water, and when it soaks into the ground cultivation is commenced, right in the dead of winter. It is expected that the crop taken from this orchard in the season of 1890 will more than pay expenses for the year.

JOSEPH FYFE.—Among those who have led in the recent material advancement of Stockton, none have been more active than the gentleman whose name heads this sketch. He came to this city in 1870, and assumed his connection as book-keeper with the firm of Moore Brothers, lumber dealers, which established the Stockton branch of their business in that year. He handled the same department, with a wider scope, for Moore & Smith, who succeeded the old firm in 1878, and in 1884, became in name as well as in fact their general manager. When the Moore & Smith Lumber Company was incorporated, in 1884, Mr. Fyfe remained at the head of their business interests centering in Stockton, which he has built up to immense proportions. He is a stockholder in the company, and in those kindred organizations, the Kings River Mill & Lumber Company, and the Port Discovery Milling Company (State of Washington).

While his lumber interests are most important, his enterprise is by no means confined to that particular direction of industry. He has been a director since the oganization of the Stockton Land, Loan and Building Association; is Vice-President of the Stockton Street Railway Company; a director of the San Joaquin Valley Bank; a director of the Alta Insurance Company, and of the Stockton Insurance and Real Estate Association. Ever since locating in Stockton, he has taken an active interest in public affairs. He has been prominently identified with fire department matters, and in the time of the volunteer organization, was president of the Hook and Ladder Company for years. He has served eight years as a member of the city council, and was for three years of that time chairman of the finance committee. He has been a member of Morning Star Lodge, F. & A. M., since 1870, belongs to Stockton Chapter No. 28, and Stockton Commandery No. 8, and is a director of the Masonic Hall Association. He is Past Chancellor of Charter Oak Lodge, No. 20, Knights of Pythias, and has been president of the Pythian Hall Association. He was for years chief of the Stockton Caledonian Club.

Mr. Fyfe is a native of Ayrshire, Scotland, born on the 6th of June, 1850, his parents being James and Elizabeth (McKenzie) Fyfe, the former of whom died in 1873 and the latter in 1865. He was reared and educated at his native place, and served an apprenticeship in the

shipbuilding trade in the establishment of Connell & Co., and of J. G. Thompson. In 1869 he removed to America, locating in California, and coming to Stockton the following year, as before mentioned.

He was married in San Francisco, June 5, 1873, in St. John's Episcopal church, to Miss Annie Morton Bruce, a native of Glasgow, Scotland. They have two children, viz.: Joseph and Annie Morton Bruce.

Mr. Fyfe is one of the most enterprising business men of Stockton, and always stands ready to assist with push and energy all movements calculated to advance the interests of the city.

STOCKTON IRON WORKS.—There is no subject which commands more attention in a progressive community than that of manufactures, and when a change in proprietorship takes place in a leading institution of this character, the interest of all thinking citizens, having the welfare of the community at heart, is at once enlisted. Such a change has taken place in the proprietorship of the Stockton Iron Works during the year 1889, and it is a matter of congratulation that the previous high standing of the firm has suffered no loss from the change.

The Stockton Iron Works is one of the old established institutions of the city. Away back in 1868, H. S. Farrington, G. C. Hyatt and H. L. Farrington started the business on a small scale under the firm style of Farrington, Hyatt & Co. The integrity of their business operations, and the high standard of work turned out built for them a reputation which brought them a large trade, maintained for years. H. L. Farrington's death caused the only change up to 1889, though the firm name was not changed. On the 1st of April, 1889, Farrington, Hyatt & Co. retired, and were succeeded by the present firm.

Tretheway, Earle & Dasher, the present proprietors, have already demonstrated their good judgment in combining to assume the responsibilities of such an important works. At the time of this writing their bee-hive employs forty-two skilled workmen, a larger number than was ever before utilized in connection with the business.

Their manufactured product, while retaining its strong hold on the local trade, is in demand as far south as Fresno, and in the counties east and west of San Joaquin. Even San Francisco adds to the volume of the trade, though, of course, the demand from there is principally for specialties. Architectural iron work, a feature not included in the work of the old firm of late years, has been taken in hand by Tretheway, Earl & Dasher, with gratifying results. They have also taken up the building of traction engines, and find that they can turn out a machine better suited in every way to the needs of the territory they supply than any imported engine. Already two of these completed monsters have been turned out of their shops.

Agricultural and mining work, brass and other castings are also among their principal products, while attention is given to general jobbing and repairing, boiler repairing, pattern work and machine blacksmithing.

The three proprietors are experts in their respective departments, Mr. Tretheway having charge of the pattern department, Mr. Earle personally superintending the work of the corps of machinists, and Mr. Dasher being in control of the foundry work. To give an idea of the especial training and fitness for their respective positions, brief sketches of them are here given:—

WILLIAM E. TRETHEWAY, of the above firm, is a native of London, England, born in 1857. His father, Richard Tretheway, was superintendent of extensive docks, his uncle being a director of the company. When the subject of this sketch was a mere child the family came to America, but after two years in Indiana went back to England. In 1867, however, they returned to the United States and came to Cali-

fornia via Panama, locating in Stockton, where the father followed business as a contractor, and where he lived until his death. William E. Tretheway attended the public schools of Stockton until he was fourteen years old, then went to San Francisco, where he attended the Lincoln public school and served an apprenticeship as pattern-maker in the Risdon Iron Works. In this branch of industry he at once rose to prominence. He built the Hope Iron Works, and turned out the patterns for the California Street Cable Company, San Francisco. Leaving that city in 1877, he returned to Stockton and took charge of the pattern department of Farrington, Hyatt & Co., where he was engaged until the present firm was organized. He is Past Grand of Charity Lodge, I. O. O. F.

R. T. Earle, a native of Collingwood, Ontario (near Toronto), was reared in New York State, and at a suitable age commenced the machinist's trade in the great shops of the New York Central Railroad at Buffalo. Thirteen and one-half year's experience in this great establishment, during which he acquired every detail of the trade in the long range from railroad to steamboat work, qualified him for the undertaking of any and every thing connected with the machinist's trade.

When the Atchison, Topeka & Santa Fe Railroad built its Topeka shops, Mr. Earle was secured to take charge of the tool department, and held that position until the machinery was in position in the shops. Any experienced machinist knows what that position involves.

In March, 1884, he came to Stockton, and after three and a half years in the S. C. H. & A. Works, took charge of Holt Brothers' machine shops. He left that position to enter upon his new duties in connection with the Stockton Iron Works.

Samuel D. Dasher, who is in charge of the foundry department, was born in Blair County, Pennsylvania, in 1843. He was reared in his native State, and learned the molder's trade with the firm of McLanahan, Stone & Co., general founders and machinists, Hollidaysburg. In 1862 he entered the service of the Union in Company G, One Hundred and Twenty-fifth Pennsylvania Volunteer Infantry, with which he served nine months. From that time until the close of the war he was in Company D, One Hundred and Ninety-second Pennsylvania Regiment. He was diecharged at Harrisburg, then returned to Hollidaysburg, where he resumed work with his old firm.

After traveling through the Eastern States, he went to Omaha, and secured employment in the shops of the Union Pacific Railroad, then building. In 1876 he came to California and became foreman for Baker & Hamilton, at their San Leandro works. He was next in charge of their establishment at Benicia, for about thirteen months, then went back to San Leandro, where he resided most of the time until coming to Stockton to enter the present firm. In the meantime, however, he was for one year in charge of the foundry of the Stockton Combined Harvester and Agricultural Works.

Mr. Dasher is a master of his business, and personally superintends the work in his department of the Stockton Iron Works. He is a member of the G. A. R.

TORVAL HARRISON, a rancher, residing in Stockton, was born in Monongahela County, West Virginia, in 1830, a son of William M. and Matilda (Everley) Harrison, both natives of that county. They moved to Lee County, Iowa, in 1846, where the father continued the work of farming, to which he had been brought up. He died at about the age of fifty, and the mother lived to be sixty. Grandparents Richard and Nancy (Martin) Harrison, both natives of Monongahela County, lived to the age of sixty or over.

The subject of this sketch received a little schooling in his youth and was brought up to farm work on his father's place until the age of twenty. With an older brother, Joseph F., born in 1822, and two companions, he left Lee County,

Iowa, in April, 1850. After crossing the Missouri at Omaha, they joined a larger party and came to California by the Humboldt route through Truckee Pass. Arriving in Yuba County, the brothers Harrison with the two comrades tried mining a short time, near what is now Nevada City. All four engaged in teaming from Stockton to the mining districts, in 1851, keeping together some eighteen months; and the brothers Harrison continuing in the same line a further period of about the same duration. In 1854, Joseph F., who had learned the trade of harness-maker, opened a shop in Stockton, and Norval went into the business of cattle-dealer, buying in Southern California, driving to the mining regions where he sold to the butchers, the brothers being still partners in both enterprises. In 1856 they located 160 acres each in this county, and soon afterward bought another half-section, meanwhile continuing the harness-making business in this city until 1858. They engaged with N. S. Harrold of this county about 1859 in buying land and cattle-raising, some tracts, bought in common, remaining undivided until the early part of 1890, when a final partition and settlement was effected. Meanwhile the brothers J. F. and N. Harrison engaged in various enterprises, mostly farming and stock-raising, always together. Joseph F. Harrison was first married in his native county about 1846, to Miss Julia Shively, a native of that county, and with his wife followed his parents to Lee County, Iowa, where she died before the brothers left for California in 1850, leaving one child—William Bruce Harrison. In 1858, Joseph F. went East and was again married in his native county to Miss Lee Ann McGill, born in that county about 1834, with whom he returned to this county. Norval Harrison, still unmarried, and having a permanent residence in this city since 1878, has been all these years interested in farming, and in 1890 still owns stock ranches in Butte and Tulare counties. He has been a Mason for about thirty years, being a member of the Stockton Commandery as well. He is also a member of the San Joaquin Valley Society of California Pioneers.

Joseph F. Harrison died March 1, 1886, leaving a widow, living in Oakland, and four children, the issue of his marriage with her: George Edmund and David Arthur, owning and farming 243 acres in this township besides their undivided interest in their father's estate; Helen Louisa and Leonora, living with their mother in Oakland.

CHARLES KIMBALL BAILEY, a rancher of Douglass Township, was born in Andover, Massachusetts, June 9, 1830, a son of Samuel and Prudence (Farmer) Bailey. The father, a Massachusetts farmer, lived to be seventy-five, and the mother sixty-three years. Grandmother Bailey was over eighty years old when she died, and her brother, Jesse Trull, was eighty-five years old. Grandfather Bailey also died at an advanced age. The Bailey, Farmer and Trull families are believed to be long settled in New England.

C. K. Bailey went to school more or less until the age of twenty years, but after he reached the age of fourteen he drove a market wagon in spare hours, and when there was no school. His father was a farmer and market gardener, and the son had early opportunity to learn the business. In 1851 he went to work in a grocery store in Lowell, and in June, 1853, he came to California by the Nicaragua route. After one month in San Francisco he went to mining at Mokelumne Hill, and followed that business in that section for nearly ten years. After six years' mining he could have wound up with about $8,000, but going into larger ventures the net result was about one-quarter of that amount when he quit, January 1, 1863.

Mr. Bailey was married at Mokelumne Hill, January 8, 1863, to Miss Mary E. Belknap, born in Missouri, March 4, 1846, a daughter of James D. and Rachel (Rhoads) Belknap. They came to California in 1850. The mother, a native of

Pennsylvania, is now living in Tulare City, aged about seventy years, and grandmother Barbara Rhoads (?) is living in Kansas at the age of nearly 100 years.

In 1863 Mr. Bailey bought 160 acres of land in partnership with C. W. Carpenter, a comrade of six years' standing, and in 1865, 208 acres adjoining on the Calaveras, in Douglass Township. In 1871 and afterward they added 3,300 acres north of that river, and over 1,500 acres in another county, for summer pasturage. On the home place 368 acres are devoted to grain and horse raising. Of these he there raises annually about thirty-five head, besides a herd of 160 to 170 head elsewhere. Mr. Carpenter died in 1883, aged fifty-seven years, and bequeathed his property to Mr. Bailey's children, but the will has been contested by his relatives.

Mr. and Mrs. C. K. Bailey are the parents of five children, viz.: Nettie Orilla, born July 28, 1866, now Mrs. L. M. Walker, of Delano, Kern County, has two children—Gladdis Orilla and an unnamed baby boy; Addie Mabel, born April 5, 1868, now Mrs. E. D. Middlekauff, of Stockton; Hattie Maud, born December 25, 1869, Edward Franklin, October 18, 1873; and Mamie Ethel, November 30, 1881.

FRANK HARTFORD SMITH, an attorney of Stockton, was born in the town of Monmouth, Kennebec County, Maine, April 23, 1850, a son of Joseph Henry and Abigail (Noyes) Smith. The father, born in Exeter, New Hampshire, March 22, 1813, learned the trade of shoemaker and afterward had a shoe store in Augusta, Maine. Later on, he carried on a general store in Monmouth, and was for many years engaged in mercantile business. Still later, he returned to his original pursuit, being employed as foreman for ten years in a shoe factory in Winthrop, Maine. Since 1879 he has been disengaged from active business, and in 1889 came to Stockton, accompanied by Mrs. Smith, a native of Monmouth, Maine, where she was born September 22, 1817. The grandfather Smith and his wife, by birth a Miss Dutch, lived to a good age, and their son Charles, born about 1817, is still living in 1890. Grandfather Samuel Noyes, born in Norway, Oxford County, Maine, in 1790, learned the trade of carpenter. He served in the war of 1812, rising to the grade of sergeant, and was afterward captain of a local artillery company. He was a man of fine physique and was much respected in the community for his personal worth. For many years before his death, in 1868, he was engaged in the sheep and cattle trade. Grandmother Betsey (Smith) Noyes, born in Monmouth, Maine, a daughter of James Smith, was not akin to the Smith family into which her daughter married. Grandparents Noyes raised a family of nine children, who all lived to maturity, and of whom the oldest is Mrs. Joseph Henry Smith, now of Stockton. Mrs. Betsey (Smith) Noyes was eighty-nine at her death in Maine, about 1882. The Smith and Noyes families, from whom the subject of this sketch is descended, had come to Maine from Massachusetts, and more remotely from England, but the exact date of the arrival in New England of the founder of either family is not ascertained.

Frank H. Smith was successively educated in the district school, Monmouth Academy, the Waterville Classical Institute, and Bates College in Lewiston, from which he was graduated in 1875. He then read law for some months in the office of W. R. White, who afterward became United States Attorney for Idaho. Mr. Smith came to this city in March, 1877, and read law in the office of James A. Louttit, then city attorney and afterwards a member of Congress from this district. Mr. Smith had taught school in Maine and in this county, and having prepared himself for the profession of his choice as opportunity offered, he was duly admitted to the bar of the Supreme Court of this State in June, 1879, and in July was appointed Deputy County Clerk, and assigned to court-room service. This position he held to the close of 1882, when he entered on the practice of his profession January 1, 1883, as senior partner of the firm of Smith

& Keniston. By the accession of Mr. S. L. Carter, January 1, 1885, the firm became Carter, Smith & Keniston, and since the withdrawal of Mr. Keniston in August, 1887, it is known as Carter & Smith. Meanwhile Mr. Smith was elected City Attorney in May, 1883, and held that office until January, 1887. He was a member of the Board of Trustees of the Public Library in 1882, and again, by appointment, since June, 1889. He is a member of San Joaquin Lodge, No. 19, A. F. &. A. M., and of Truth Lodge, No. 55, I. O. O. F.

Mr. Frank H. Smith was married in Stockton, June 27, 1887, to Miss Bella McGuffie, born in Benicia, California, May 9, 1862, a daughter of William and Elizabeth (Green) McGuffie. Both parents, born in Scotland and married in New York State, came to California in 1853, and are residents of Stockton in 1890.

EBEN STODDAR, a manufacturer of agricultural implements, in Stockton, was born in Hingham, Massachusetts, April 13, 1823, a son of David and Johanna (Stowell) Stoddar, both born and deceased in Hingham. The father, born in 1786, learned the trade of mason and became a contractor and builder, working chiefly in Boston. He died in 1866, surviving his wife, born in 1784, about eight years. Grandfather Stoddar, born in Hingham, and married to a native of that place or vicinity, died there, and the wife also, both at an advanced age. Grandfather Stowell was a pensioner of the war of 1812, and lived to be about ninety, surviving his wife several years, she being about eighty at her death.

The subject of this sketch learned the trade of wagon-maker from 1838 to 1841, and has worked at that and related industries ever since with but few and brief intermissions. He was married in Hingham, January 6, 1848, to Miss Lucy A. Bicknell, a native of that place, born December 14, 1827, a daughter of Ezra and Lucy (Cain) Bicknell. The father, born in Weymouth, Massachusetts, was a shoemaker by trade, and died in 1882, aged about seventy-seven; the mother, born in 1808, is still living in Hingham in 1890. Grandfather James Bicknell was also a shoemaker, and lived to be over seventy, and grandmother Nancy Burr (Wilder) Bicknell, was eighty at her death.

Mr. Stoddar worked at his trade in Hingham, and had been running his own shop some years, when he set out in 1856 with three comrades for California, leaving Boston February 1, and reaching San Francisco by the way of Panama, before the close of the month. He then went to mining in Tuolumne County, at Jimtown and Poverty Hill, making about $4 a day. The novelty of gold-hunting having worn off in five months, Mr. Stoddar came to Stockton, and went to work at his trade at $4 a day. Early in 1858 he rented a shop, and with one journeyman was able to clear about $200 a month. Having accumulated some money he returned to his home in Hingham, in September, 1859, intending to remain; but the contrast between the $9 a week he could earn there and what he had been making in Stockton when he left. together with the difference in climate, decided him to start again for this coast. He left in February, 1860, and three and one-half years later was rejoined by his wife and daughter, who left New York September 3, 1863, and arrived in Stockton before the end of the month, being met in San Francisco by Mr. Stoddar. On his arrival in 1860, he went to work at his trade for Webster & Brother, and afterward for the H. C. Shaw Plow Works about fifteen years. In 1887 he rented his present shop at No. 418 California street, and is doing fairly well. He has never been sick and is hale, cheerful and active for his years. He was a member of the Masonic order twenty years ago, but has allowed his membership to lapse.

Mr. and Mrs. Stoddar have one daughter, Lucy Ellis, born in Hingham, October 3, 1850. She was married in Stockton in 1870, to Thomas Olin Crawford, a native of Maine. Both were teachers in this city, and in 1876 moved to Oak-

land, where Mr. Crawford has been principal of the Lincoln school about ten years, and superintendent of the Blind Men's Home some eighteen months. In 1888 he opened a private school in that city, known as Crawford's Academy. Thay have one daughter, Eva Ella, born in Stockton December 31, 1872. She is still prosecuting her studies under her parents' care in Oakland.

JAMES SANGUINETTI, a rancher of Douglass Township, was born in Italy in 1852, a son of Bartholomew and Giovanna Sanguinetti. The mother died while her son James was a baby; the father, born in 1811, is still living in Italy in 1889. The subject of this sketch came to America in March, 1867, direct from Italy to San Francisco. Two brothers, Angelo and Stephen, both of this county, had preceded him. James went to work for his brother Stephen on his vegetable farm for two and one-half years. Then with two partners he rented thirteen acres, on which they raised vegetables for the Stockton market for six years.

In 1876, in company with a third brother, Andrew, and two others, Mr. Sanguinetti bought forty acres on the Calaveras, six miles from Stockton. About one year afterwards the brother met his death by an unprovoked assault at the hands of a murderer, who immediately fled the country and met his well-earned doom of a violent death in Mexico. The remaining partners divided the forty acres equally, and Mr. James Sanguinetti conducted his thirteen and one-third acres as a vegetable garden until 1886. Selling his place, he worked on a farm a short time, and then on his brother Angelo's place one year. Meanwhile, in 1880, he had bought 320 acres in partnership with this brother, about two miles east of Peters, and, with the same, 120 acres two months later in the same region. By later purchases and division of interests with his brother, he individually owns in 1889 480 acres, entirely devoted to wheat.

In June, 1876, Mr. James Sanguinetti was married in Stockton to Miss Maria Lagomarsino, born in Italy, October 31, 1856, a daughter of Andrew and Angela (Kodomarti) Lagomarsino, both still living, aged about sixty-five. She had come direct from Italy to San Francisco, and thence to Stockton in 1876. They are the parents of five children: Andrew, born August 27, 1877; James, August 16, 1880; George, October 26, 1883; Louisa, January 1, 1886; Emilia, June 23, 1888.

JAMES STUART MOULTON, Principal of the schools of Linden, 1886–'89, was born in Hiram, Oxford County, Maine, September 28, 1856, a son of Jordan Fogg and Mary A. (Stuart) Moulton. The father came to California in 1883, and is living in Stockton; the mother with her two daughters came in 1885. She died September 25, 1887, aged fifty-five. Grandfather Reuben Moulton, a farmer in Maine, lived to be eighty-five, but grandmother Rebecca (Harmon) Moulton died at fifty-five. Grandfather Asa Stuart, also a farmer, moved from Saco to Hiram, where he was Selectman a number of years, and Representative in the Legislature one term. He died in middle life. Grandmother Elizabeth (Andrews) Stuart, born about 1810, is still living in Scarborough, Maine. The Moulton family, founded by an English emigrant about three generations ago, were among the pioneers in that section of Maine.

The subject of this sketch was brought up on his father's farm and educated in the public schools. He afterwards entered the Normal School at Gorham, and taught his first school in Maine in 1877. He was superintendent of schools in Hiram in 1880–'81, and has taught school every year since 1877. In 1882 he came to California, and has taught in this county every year since. In 1886 he came to

Linden, and has been principal from that time to the present. His first school in California was at Ripon in this county.

Mr. Moulton was married July 31, 1887, to Miss Edith Dow Yaple, a native of California, born January 14, 1867, a daughter of Perry and Martha M. (Burley) Yaple, of Ripon. (See sketch of Mr. Yaple.)

Mrs. Moulton was educated in the district school of Ripon and the State Normal School at San Jose, from which she was graduated in 1885. She has taught every year since, and has had charge, in 1888–'89, of the intermediate department of the Linden school.

MCDOUGALD, SANGSTER & CO., wholesale liquor merchants of Stockton, succeeded by purchase in July, 1888, to the business established by Evans & O'Brien in 1868. Later on the business was carried on by John H. O'Brien alone until August, 1877, when he sold out to J. A. McDougald & Co., in which the "company" represented the Mr. John Sangster of the present firm. In 1879, J. A. McDougald lost his life by drawing his gun, muzzle toward him, from a wagon, and the business was bought by the former owner O'Brien. Two brothers McDougald, D. A. and W. A., formed a partnership February 1, 1886, to carry on a wholesale liquor business in this city, and in July, 1888, they bought out Mr. O'Brien. They do a jobbing business in this and neighboring counties as well as in this city.

John Sangster was born in Scotland, in 1842, a son of John and Maggie (Gray) Sangster, both deceased, the mother in Scotland, and the father at the age of sixty-two in Canada, whither he had emigrated in the childhood of his son. The latter, brought up on his father's farm in Glengarry County, Canada, and there educated, afterward learned the trade of a tailor, and worked at it some little time there as a journeyman. Coming to California in 1864, from New York city by way of Panama, he arrived in San Francisco, March 29, 1864. He worked about one month in the Revere House in Napa, then several months at his trade in Marysville, when he went to the mines in Trinity County, in the fall of 1864, remaining there about six months. He then took up farm work in that county eighteen months and followed the same line afterward in Humboldt County nine years, meanwhile buying 160 acres, which he worked on his own account one year. Selling his land he returned to Canada in the winter of 1876, remaining but three months, when he came by railroad to Stockton and went to farming near Modesto for nine months. In 1877 he returned to this city and was engaged for three months in delivering for a coal and ice company. August 1, 1877, he embarked in his present business as a member of the firm of J. A. McDougald & Co. After the death of his partner in 1879 and the purchase of the business by J. H. O'Brien he remained with the latter until May, 1880, when he went to Oregon. There he became the agent of an Eastern manufacturer of agricultural implements, dealing mostly with country merchants. After four years in that business he returned to Stockton in 1885, and a few months later helped to form the present firm.

Mr. Sangster was married in this city, June 12, 1887, to Mrs. Catherine Roberts, a widow with two children: Mary and Maggie Roberts. Mrs. Sangster died in September, 1888. Mr. Sangster is a member of the I. O. O. F., a Knight of Pythias, and a member of the Improved Order of Red Men.

William Archibald McDougald, of McDougald, Sangster & Co., wholesale liquor merchants of Stockton, was born in Glengarry County, Canada, in 1838, a son of Archibald and Mary (Corbett) McDougald, both natives of Canada, of Scotch descent. Great-grandfather John Corbett, the original emigrant on one side, lived to be eighty, and grandfather John McDougald, the first emigrant on the other side, lived to be sixty-five. Great-grandmother Margaret (McDonald) McDougald, lived to be over eighty, and grandmother Flora (Forbes) Corbett reached

the age of seventy-three. Mrs. Mary (Corbett) McDougald, born in 1817, died in Canada in 1872 and her husband, Archibald, born in 1809, died in this city in 1878. Of their children four sons and one daughter came to California and settled in this city, and are all living here in 1890, except one son, John A., who was accidentally killed in June, 1879, leaving a widow and three children. Donald Alexander, a widower with three children, is a member of the firm of McDougald, Sangster & Co.; John D. is the well known rancher and capitalist of this city, and Miss Mary A. McDougald is one of the matrons of the State Insane Asylum.

The subject of this sketch received his education in a country school in his native county and then learned the trade of painter in Montreal, where he also worked in a grocery store for some time. He came to California in 1863, by way of New York city and Panama, and worked at his trade in San Francisco until he came to Stockton in 1865. Here he became a member of the firm of Quinn & McDougald, in the painting and paper-hanging line, in which they remained until January 1, 1869, when they went into the grocery business; John A. McDougald being also a partner, without change of style. In the fall of 1870 they sold out, and the subject of this sketch, for the benefit of his health, moved to Los Angeles, where he engaged in the paint and oil business until June, 1873. He then returned to Canada and embarked in the grocery and liquor business in Ottawa, under the style of W. A. McDougald & Co., until 1874, when he was burnt out but resumed for a short time. Becoming dissatisfied with that country a longing for the sunshine of California seized him, and winding up his business he returned to Stockton in the fall of 1875, accompanied by his father and sister. He rejoined his old partner, Mr. Quinn, in the original business of painting and paper-hanging, under the old style of Quinn & McDougald, which continued until the formation of the present firm, as already stated on February 1, 1886.

Mr. McDougald was president of the Caledonian Club of this city until its death in 1885. He is now a member of the Caledonian Club, and of the St. Andrew Society of San Francisco.

ENOCH PEYTON, a resident of San Joaquin County with brief exceptions since 1850, was born in Stafford County, Virginia, in 1831, a son of William Washington and Lucy (Mason) Peyton, both natives of that county, the father born in 1799, and the mother in 1801. The father owned several hundred acres, and three or more country stores. The mother died in 1838, leaving ten children, of whom eight grew to maturity, and of these three are living in this State in 1890: Valentine M., of this city; Miss Mary E., of San Francisco, and the subject of this sketch. After the mother's death the father moved to Mississippi, settling on a cotton plantation near Jackson, where he died in 1847. Grandfather Valentine Peyton, M. D., an English emigrant, joined the patriots of the Revolution and served as a surgeon in the army of Virginia during the struggle for independence, and was married in that State after the war, to a Miss Washington, a relative of General Washington. Grandfather Enoch Mason was a planter at Clover Hill, Stafford County, Virginia, and was married to Miss Lucy Roy, both dying in that State a few years apart, aged about fifty.

The subject of this sketch received a limited education in his youth in Virginia and Mississippi, and at about the age of fifteen went to work for his brother, William W., a commission merchant in New Orleans. With another brother, John R., and his comrade, William Crow, Enoch Peyton came to California across the Isthmus in 1850, arriving in San Francisco August 21, 1850. All three went to mining on the north fork of the American river, remaining about two months, gathering each about an ounce a day in gold dust. After a brief stay in Martinez, they came to Stockton,

whence he went with Mr. Crow to Sonora, but soon returned to this city and went to teaming to the southern mines for wages one year. He then bought his own team and continued freighting on his own account about twelve years. He remembers selling a span of mules in 1855 for $1,100. In 1863 he went to Idaho with two mule teams, having sold the rest of his stock before leaving, returning to this city every winter but one during his stay in that section. The venture in Idaho proved a loss, and in Idaho City he first opened a public house. He had secured 160 acres near Collegeville in this county some years before, and, returning from Idaho in 1868, he went to farming on his place during the year 1869. He owned also 320 acres on the French Camp road, a few miles within the eastern limits of this county, and on that ranch he went into the business of sheep-raising in 1870, driving his flocks to the mountains in summer, and grazing them on his ranch and other rented pastures in winter, sometimes owning as many as 6,000 head. In the fall of 1875 he closed out his sheep industry and embarked in the public house business at his present stand, 232 Main street.

Mr. Enoch Peyton was married in Stockton in 1868, to Miss Mary V. Bateman, born here about 1851, a daughter of Dr. Bateman and his wife, by birth a Miss Kimberlin. Mr. and Mrs. Enoch Peyton have two living children: Edmund Randolph, born in 1874, and Harry Mason, born in 1878. Mr. Enoch Peyton is a member of the San Joaquin Valley Society of California Pioneers.

NELSON McCUEN, assistant superintendent of the Stockton Combined Harvester and Agricultural Works, was born in North Gare, Ontario, March 10, 1837, a son of George and Sophia (DeLancet) McCuen, both natives of Canada. The father, who was of Scotch parentage and engaged during mature life chiefly in farming and lumbering, lived to the age of seventy-five; and the mother was seventy-three at her death. Grandfather David and Mary (Patterson) McCuen raised a large family, and lived to an advanced age, the husband being over seventy-five. Uncle Nelson McCuen, now living in Seattle, Washington, is engaged in active superintendency of his blacksmith shop, at the age of seventy-five. Grandfather Lewis DeLancet had been an officer in the French army before coming to Canada, where he was married to Miss Mary Jane Schneider, by birth a German, but raised in Vermont. They had twenty-two children, most of whom grew to maturity. Mr. DeLancet owned a saw-mill and was extensively engaged in lumbering, and was a man of great personal vigor to the last. He was killed by falling from a scaffold while at work on a building, at the age of seventy-nine, and the wife lived to the age of seventy-five.

The subject of this sketch was taken by his parents, in 1840, to St. Lawrence County, New York, where the father purchased a farm near Potsdam. There he received the usual common-school education, and when of proper age helped to clear the woodland farm and raise the crops, remaining on the home place uninterruptedly until 1856. He then went to Minnesota, where he bought a claim to some land, which he sold the following year and returned to his old home.

He was married, in Potsdam, October 22, 1857, to Miss Altha Shaw, born in that town, May 22, 1837, a daughter of Reuel and Catherine (Earle) Shaw. The father, a native of Vermont, afterward a farmer of St. Lawrence County, New York, came to California in 1869, and settled in San Leandro, Alameda County, with his wife and youngest daughter. He died at the age of eighty-five, and the mother, born in Rome, New York, about 1815, is still living.

Mr. Nelson McCuen continued at farm work after his marriage until he enlisted, in May, 1861 in the Sixteenth New York Volunteer Infantry. He was wounded at the battle of Bull Run, July 22, 1861, and was discharged in August, 1862, because he was unfit for service on account of his wound. He re-enlisted in

December, 1863, in the Eleventh New York Cavalry, and served until the close of the war, being mustered out in August, 1865. His brother, Lewis McCuen, served in the Nineteenth New York, and his brother David in a New Hampshire regiment.

After being mustered out Mr. McCuen went to learn the trade of house-carpenter, and was so engaged until 1867, when he changed his line of work to that of millwright until 1869. He then left Potsdam, New York, for California, with his wife and three children, and on his arrival in this State settled at San Leandro. He then went to work for Baker & Hamilton, of the Benicia Agricultural Works, in 1870, serving one year at the bench. In 1871 he was appointed foreman of the agricultural works, and filled that position until 1883. On the invitation of one of the directors of the Stockton Combined Harvestor and Agricultural Works he came to this city in 1883, and was made general superintendent of the works, holding that place until the consolidation with the Houser Works, when another superintendent was appointed. He then returned to the bench, working thereat until the autumn of 1889, when he went to work for the Central Pacific Railroad, at Oakland, as a train inspecting carpenter. In November, 1889, he was invited back by the Stockton Combined Harvester and Agricultural Works, and took charge here January 9, 1890, as assistant superintendent.

Mr. McCuen joined the A. O. U. W. in San Leandro, in 1877, and is now a member of Pacific Lodge, No. 6, of Oakland. Mr. and Mrs. McCuen are members of the First Presbyterian Church of this city, and Mr. McCuen was trustee of the same about 1886 and 1887. They have five living children, the three eldest being born in Potsdam, New York: George Hermas, born August 6, 1858, now a machinist in the Pacific Improvement Shops of the Central Pacific Railroad, in Oakland, was married at San Leandro, August 6, 1884, and has one child, Howard, born April 1, 1888; Mary Belle, born in May, 1868, was married, September 1, 1888, to Thomas Story, of Oakland, and has one child, Earle Nelson, born July 18, 1889; Adelbert Reuel, born December 19, 1866, is a machinist in a sash, door and blind factory in Oakland; Frank Augustus, born in San Leandro, California, February 10, 1871, is a dry-goods clerk in Oakland; Allen Nelson, also born in San Leandro, December 23, 1873, is learning the trade of machinist in the Stockton Combined Harvester and Agricultural Works.

JAMES CULBERTSON McCALL, M. D., of Stockton, was born in Cumberland, Guernsey County, Ohio, May 25, 1855, a son of Dr. J. H. and Cynthia Howe (Wilhelm) McCall. The father, a native of Ohio, practiced in Cumberland for thirty years before his death, in 1878, at the age of sixty-one. The mother, born in Ohio in 1821, came to Stockton toward the close of 1885, and is living here in 1889. Grandfather Wilhelm, a native of Kentucky, of German descent, moved to Ohio and was there married to a daughter of Colonel Chandler, from whom Chandlersville, in Muskingum County, was named. She lived to an advanced age. Grandfather McCall, a native of Pennsylvania, died in Ohio, about 1859, at the age of seventy; grandmother McCall, by birth a Miss Patten, of Pennsylvania, survived him six years, and was also quite old. James McCall, a brother of the elder Dr. McCall, is living in Illinois, in 1890, at the age of seventy-and a sister died in Ohio in 1887, aged seventy-six.

The subject of this sketch was graduated from the high school in Cumberland, read medicine with his father, attended medical lectures in Columbus, Ohio, and was graduated from the medical college of that city in March, 1879. He first practiced in his native town, where his father had practiced so many years. He afterward took a special course at Bellevue, New York, and also a post-graduate course in that city, when he resumed practice in Cumberland,

Ohio, and there remained until he came to Stockton, in December, 1885. For eighteen months he was associated with Dr. D. Peyton, in this city, and has since then practiced alone. He is a member of San Joaquin County Medical Society.

Dr. J. C. McCall was married February 14, 1888, in Columbus, Ohio, to Miss Jeanett Wasson, a native of that city, born in March, 1860, a daughter of the late attorney John and Mary (Armstrong) Wasson, both natives of Ohio. The mother is still living, and is a resident of this county since June, 1888.

NATHANIEL MILNER, City Justice and Judge of the Municipal Court of Stockton, was born in Indiana, in 1826, a son of John and Nancy (Case) Milner. The father, born in Virginia, a son of William and Elizabeth (Ely) Milner, was married in Indiana. His immediate ancestors of the Milner and Case families were long-lived, the former dying between the ages of seventy and eighty, and the latter reaching ninety years or more. The subject of this sketch received a limited education in his youth, was brought up on his father's farm, and at the age of eighteen began to learn the trade of carpenter. After his apprenticeship he worked as journeyman a few years at wages ranging from $1 to $1.50 a day. He came to California in 1850, arriving in Georgetown, El Dorado County, in August of that year. He gathered about $2,000 in two years, and in the fall of 1852 moved into Tuolumne County, where he followed mining another year, and in 1853 bought a general store in Shaw's Flats, which he kept until 1862, being interested in mines at the same time. Meanwhile he became interested with three others in a saw-mill in 1857, and continued in that line until 1864, when he sold out. He then went into the freighting business between Sacramento and Virginia City and Reese City, chiefly. He was also manager of a lumber interest, with headquarters in Virginia City, and superintended his freighting business from that point. In 1867 he sold out everything and went into quartz-mining in Tuolumne County, where he sank all his earnings, about $8,000, in three years. He came to Stockton in 1870, and earned $2.50 a day packing grain in a warehouse, working in that line a few years, and from his savings paid off an indebtedness he had incurred of $1,000. In 1874 he was superintendent of a grain warehouse in this city, filling that position about one year. He then traveled soliciting grain storage for the Farmers' Union Warehouse, and remained in that business at intervals for three or four years. He was elected city justice in 1882, and re elected the three following years. In 1886 he was elected township justice, holding the position until 1888, when he was again elected city justice, and in 1889 was appointed judge of the municipal court under the new charter, filling both offices.

Mr. Milner was married in Shaw's Flats, June 11, 1877, to Mrs. Jane Elizabeth (Wright) Geer, born in Massachusects, August, 1831. She was then a widow with two children, of whom one, Lena Viola Geer, born in Tuolumne County, survives in 1890, the wife of Eugene C. Mayhew, a native of the same county, and now of Stockton. They have one child, Lois Viola, born December 3, 1884. Mr. Milner has been a member of the I. O. O. F. over thirty-six years, being initiated in Sonora in 1853, and in 1855, at Shaw's Flats, became a member of Mount Horeb Lodge, which was afterwards transferred to Ripon in this county. He is also a member of the American Legion of Honor and of the San Joaquin Valley Society of California Pioneers.

ARTHUR LEONARD LEVINSKY, of the law firm of Louttit, Woods & Levinsky, of Stockton, was born in Jackson, Amador County, July 9, 1856, a son of John and Mathilde (Lewig) Levinsky. The father, born in

Prussia in 1822, emigrated in his youth to London, England, and thence to New Orleans, about 1849, and to California in 1850. With two brothers he formed the firm of Levinsky Brothers, who carried on four miners' supply stores, at Jackson, Sutter Creek, Rancheria and Dry Town. A few years later he visited Germany, and on his return was married in New York city in 1855, to Miss Lewig, born in Hamburg in 1834. Grandfather Lewig lived to the age of seventy-eight, his wife was eighty-one at her death, and grandmother Levinsky reached the remarkable age of 105 years.

The subject of this sketch received his education first in the district school in Woodbridge, and then in 1867, in Jackson, Amador County, about a year. In 1869 he went to the Lincoln grammar school in San Francisco, and was graduated from that institution in 1872. He had spent one year in the State University, when a serious accident to his father impelled him to earn his own livelihood. He took the position of traveling salesman for the Pacific Glove Works, and in 1876 went to work for a wholesale boot and shoe house, first as book-keeper and later as traveling salesman, remaining with them until 1880. Meanwhile he had opened a general store in Lodi, placing it in charge of a manager, and in 1881 he took personal charge of that business. In April, 1882, he sold out his store, and was about to return to his former avocation of traveler for a large boot and shoe house in San Francisco, when he concluded to become a lawyer. He had formed the acquaintance of James A. Louttit, a prominent member of that profession, and, securing his release from the contract to travel, he entered the law office of Louttit & Lindley as clerk, with a chance to read law. Making an industrious use of his opportunity he was admitted to the bar August 3, 1885. Mr. Louttit was elected to Congress in 1884, and the firm of Louttit & Lindley was dissolved. Mr. Levinsky became a member of the new firm, Louttit, Woods & Levinsky, September 1, 1885, and is among the more prominent, industrious and successful of the younger members of the Stockton bar. He is also a member of Stockton Parlor, No. 7, N. S. G. W.

EUGENE LEHE, President of the City Council of Stockton, was born in New York city, January 25, 1841, a son of David and Magdalene (Benet) Lehé, both natives of France. They came to New York in 1830, and conducted a French laundry in that city for some years. In October, 1841, they took the infant Eugene to France, and returned to New York early in 1842, leaving him in Nancy with his grandmother, the widow of David Lehé, prefect of the Paris police from 1822 to the downfall of Charles X. These grandparents had twelve sons and one daughter, and seven of the sons were in the military service of France in 1849. The grandfather died at the age of eighty-seven, but the grandmother lived to be 102 years old. The parents of Eugene Lehé are living in Williamsbridge, New York, in 1890, the father being eighty-nine and the mother about eighty-six years old. The Lehés are of Huguenot descent, and the Benets are Roman Catholic.

The subject of this sketch received his primary education in French, but being brought back to New York in 1849, most of his formal education was received in that city. At the age of sixteen years he went to work as clerk, and filled various situations of that class until 1855, when he went West, being employed one year in Valparaiso, and spending the winter of 1856-'57 with an aunt, Lehé, by marriage a Mrs. Brown, of Delphos, Ohio, whence he returned to New York in 1857, where he resumed the work of a clerk. He enlisted in 1861 as a volunteer, but was withdrawn by his father, when he enlisted on Governor's Island, in the regular army, and was appointed to the Ninth regiment of regular infantry. With twenty-seven other young musicians, for the Fourth and Ninth, he was sent out to join his company at Steilacoom, on Puget Sound. The com-

panies of the Ninth being gathered together from their different outposts, the regiment was ordered to the Presidio of San Francisco, in November, their places in the north being filled by the California militia or volunteers. Mr. Lehé was promoted to Second Lieutenant of Company C, Second California Volunteer Infantry, which was ordered to remain on the coast, to meet a possible emergency in this State. Lieutenant Lehé resigned his commission July 31, 1865, and after six months of unsettled purpose came to Stockton in December, 1865. He here became a partner with a Mr. Stuart in the photograph business, under the style of Stuart & Lehé, continuing three years. He was appointed agent here for the Pacific Union Express, January 1, 1869, and held the position until it was merged in the Wells, Fargo & Co.'s Express, toward the close of the year. He then became book-keeper for a furniture store in this city until 1872, and from 1872 to 1876 conducted a restaurant. He was appointed Deputy County Treasurer in 1876, and held it under two treasurers until July, 1882. He was in the service of the Pacific Railroad three months in Oakland, when he resigned and returned to this city. He was then appointed traveler and general agent on this coast for the Northwestern Masonic Aid Association of Chicago, and retained the position one year. His next position was that of book-keeper for the late D. J. Oullahan of this city, which he held nineteen months, when, Mr. Oullahan being appointed State Treasurer, Mr. Lehé became book-keeper for J. H. O'Brien, remaining with him three and one-half years, and since June 1, 1888, he has been with E. May as salesman and traveler. In 1865 Mr. Lehé joined the Stockton City Guard, rising to the rank of Captain, which he resigned in 1867. When the Stockton Guard, National Guard of California, was organized in 1871 he became Second Lieutenant, and held every grade from that to Brigadier General of the Third Brigade, National Guard of California, which he resigned after nine months' tenure. He is now colonel of the Sixth Regiment, National Guard of California. He joined the Grand Army Republic in 1867, and is Senior Post Commander of Rawlins Post, Grand Army Republic of this city. He was elected to the city council in November, 1887, and re-elected under the new charter in May, 1889, for two years, and was chosen President of the council. He has been a Mason since 1866, and is High Priest of Stockton Chapter, No. 28, F. & A. M.; is Past Great Sachem of the Improved Order of Red Men, and Past Chancellor of the Knights of Pythias; Post Arch of the Druids, and Past Master of the A. O. U. W.

Mr. Eugene Lehé was married in Stockton, August 20, 1867, to Miss Henrietta Pierpont, born in Kentucky, November 5, 1849, a daughter of Noah and Elizabeth (Joyner) Pierpont. The father came to California in 1850, and in 1852 went East and returned with his family. Born March 17, 1820, he is living in this city in 1890. Mrs. Pierpont died here April 18, 1888, aged sixty-five years. Mr. and Mrs. Lehé have one son and three daughters: Eugene David Noah, born October 12, 1868; Gracie Elizabeth, February 6, 1870; Adele Albertine, November 15, 1871; Henrietta, November 1, 1873. Adele Albertine was married September 25, 1889, to Leonard C. Stockwell, of this city; and Eugene D. N., who is an employé of the Southern Pacific Railroad Company, was married February 3, 1890, to Miss Lettie Chambers, a native of this State and resident of this city.

MICINATO, proprietor of the Eagle Baths and Barber shop, is a native of Italy, born at Taranto, County Lecce, State of Puglia, December 13, 1859, his parents being A. and Angel Cicinato. His father died November 3, 1885, and mother January 22, 1890. He spent his early boyhood days at his native place, and when quite young acquired the barber's trade. In his sixteenth year he entered

the Italian naval service, and was assigned to the warship "Castello Fidardo," on which he traveled around the world, visiting Gibraltar, and principal ports of Spain, France, England, Greece, Turkey, Japan, China, South America, etc. He was in the navy thirty-nine months, and on leaving the service he resumed his trade and traveled through the principal cities of Europe. Finally he went to Liverpool, England, where he worked a few weeks when opportunity presented. One day he went down to the wharf, and meeting the captain of a barque asked him if he could pass him to America. The captain replied that he would take him over if he was willing to work his way. Mr. Cicinato accepted these terms, and when, on Sunday afternoon, the vessel sailed out of the harbor of Liverpool, he was among the crew. The sea voyage lasted ninety days, and a good opportunity was thus afforded of observing the habits and abilities of all the men. Most of the crew were strongly addicted to hard drinking, and during their drunken spells were worse than useless. Mr. Cicinato, while being a sober man, had also the benefit of his long experience in the Italian navy, and proved a useful man, and as he became accustomed to his particular duties became better day by day. The captain observed this, and treated him well accordingly. One day he came to Mr. Cicinato and told him he would like to engage him as one of his crew for future voyages. Mr. Cicinato, fearing he might not receive so good treatment if he refused the offer, and knowing that he would be well used for the remainder of the voyage, if he accepted, said he would agree to remain. The captain suggested that he sign articles and produced an agreement for two years' service, which Mr. Cicinato signed. It was not his wish to continue in life on the sea, however, and when the vessel landed at Philadelphia in March, 1881, he took the first opportunity to decamp. He had to leave his clothes, however, and all his belongings on the vessel. He remained out of the way until he learned that the barque had cleared for Calais, after which he felt safe. He resumed his trade, and leaving Philadelphia started on a tour of the eastern cities. He worked at New York, Boston, Providence, on Staten Island, at Long Branch, etc., etc., and eventually established a shop in New York city. Selling out there, he started on the road again, and went to Roanoke, in the Carolinas, where he remained for a time. Leaving the South, he came to California in 1883, and remained a couple of weeks in San Francisco. He then came to Stockton, where he has since remained. He worked as a journeyman about two and a half years, then started in business for himself on Levee street. In November, 1888, he removed to his present location on Hunter street square, between Main and Levee, where he has kept improving until he now has the finest barber shop and bath rooms in Stockton.

He was married in this city, in November, 1887, to Mary A. Smith, and they have one child, born December 13, 1889, and named Michele.

Mr. Cicinato is a member of the A. O. U. W. He is a man of wide experience, gained by travel, is courteous and genial in his manners, and enjoys a wide business popularity.

JAMES UDELL CASTLE, a rancher of O'Neil Township, residing in Stockton, was born in Bovina, Delaware County, New York, February 28, 1832, a son of ——— and Mary (Champlain) Castle. The father, born in Connecticut about 1789, resided many years in the State of New York, and in 1847 moved with his family to Wisconsin, settling on a farm of 160 acres, where he lived to the age of seventy-four. The mother, born January 28, 1793, is living in Wisconsin in 1890, at the age of ninety-seven. She visited her son in Stockton in 1870, remaining until 1872, and was ninety-two years old before she began to use spectacles. Her father, William Champlain, enlisted in the army of the Revolution while quite young and served seven years, rising

to the rank of captain. He afterward resided for some years in Vermont, and was in receipt of a pension of $8 a month in his old age. He died at the age of ninety and his wife (*nee* Cads) at eighty-seven. Grandparents Castle lived to be over seventy, raising a family of nine children, of whom one, Mrs. Mary Warner, is living near Scranton, Pennsylvania, in 1890.

The subject of this sketch received the usual district school education in his youth, and moved with the rest of the family to Wisconsin in the autumn of 1847. He there helped on the farm until the spring of 1852, when he left for California coming across the plains and arriving in Placerville in August of that year. The first gold dust he gathered was $40 paid him for building a board cabin, but with that amount of ready money to procure the necessary outfit he went to mining on the American river and worked at that industry at several points until 1856. He then came to this county and settled down to farming with his brothers George H. and Christopher C. near French Camp, where the former had settled on their arrival in 1852 and the latter had joined him in 1854. The three brothers owned three-half sections in 1859, and raised in one season, 1859 or 1860, 14,000 bushels of barley and 5,000 of wheat. In 1861 C. C. and J. U. Castle sold their joint holdings near French Camp and bought lands in severalty in this township, the former near the Five-Mile House on the lower Sacramento road, and the latter, six miles north of this city at what is now known as "Castle's Switch," on the Central Pacific Railroad. Here the subject of our sketch now owns 965 acres devoted chiefly to the raising of wheat, but with enough barley for feed and some stock, giving personal attention to the ranch from this city, where he has resided for many years in the enjoyment of a very well appointed residence.

Mr. J. U. Castle was married in Kenosha County, Wisconsin, in March, 1868, to Miss Emma Agnes Watkins, born in that State, a daughter of George and Maria (Chamberlain) Watkins. The mother, born in Connecticut in 1813, died in Wisconsin in 1888. The father, of English birth or parentage, died about 1852, on his farm in Wisconsin, aged forty-five. Mr. and Mrs. Castle came to Stockton after their marriage, in 1868, by way of New York, Panama and San Francisco. Mr. Castle has since made two other visits to the East, in 1883 and in 1886, chiefly to see his aged mother in Wisconsin.

Mr. Castle is a charter member of the Stockton Lodge A. O. U. W., and a director of the Farmers' Union, being the first elected at the organization of that corporation.

LYMAN LYSANDER HUNTLEY, a rancher of Dent Township, was born in Allegany County, New York, September 8, 1826, a son of Harlow and Elmira (Partridge) Huntley. The father, born in Massachusetts about 1804, and the mother in Connecticut about 1806, were married in Allegany County, New York, in 1825. They moved to Erie County, New York, about 1830, and in that and the adjoining county of Ashtabula in Ohio they spent twelve years. In 1842 they moved to Pike County, Illinois, where they died, the mother in 1875, and the father in 1879. They were the parents of twelve children, all of whom grew to maturity, and of whom ten are living in 1889. A son, William, was killed in the battle of Pittsburgh Landing, and Hattie, the youngest child, died in Pike County, Illinois, of diphtheria, at the age of eighteen. Grandfather Amos Huntley, a native of Massachusetts, died in the State of New York, aged about sixty-eight; and grandmother Adah (Pardee) Huntley was nearly ninety. Grandfather John Partridge, a native of Connecticut, died in De Kalb County, Illinois, aged seventy-five; and grandmother Roxanna (Loveland) Partridge was seventy-eight at her death.

The subject of this sketch received the usual schooling of those days, and worked on his father's farm until he was twenty-one. He was married in Pike County, Illinois, September

18, 1847, to Miss Matilda Brown, born in that State January 5, 1829, of Dyer and Jane (McMullen) Brown. The father was born in Canada, of American parents, and the mother in Ohio. Upon the death of the latter in 1853, Mr. Brown came to California with his seven children, including Mrs. Huntley, who with her first-born thus rejoined her husband at Dry Town, Amador County. Mr. Brown lived to be eighty-four, dying at Mr. Huntley's in March, 1889.

The subject of this sketch came across the plains in 1850, arriving in Grass Valley on August 18, of the first wagon train by the Truckee route. He mined one month at Michigan Bar in Sacramento County, then at Dry Town in Amador County six years. Having accumulated a little money, he bought some cattle and moved down on the Stanislaus, where he now resides, a mile north of the river. He there pre-empted 160 acres in 1857, and in 1889 is the owner of 1,000 acres, of which 600 are across the river in Stanislaus County, and 320 form the homestead ranch. He put in a crop in 1858, but carried on cattle-raising till 1863, when the land began to be fenced in and cattle could no longer have a free range. Since 1863 Mr. Huntley has devoted his attention to the raising of wheat and barley, and the care of his large family of ten living children: Estella Jane, born in Pike County, Illinois, September 8, 1848, now Mrs. John Hall, of this township (see sketch of Mr. Hall); one boy died an infant in Illinois; Edward Everett, born in Dry Town, Amador County, California, May 14, 1854; Julia May, also in Dry Town, October 9, 1856. Those that follow were born in the present home of the family: Frances Ella, December 3, 1859; Laura Ann, August 7, 1862; Hattie Grant, April 8, 1865; Mary Susan, September 28, 1867; Robert Pardee, December 20, 1869; Jesse Horace, April 22, 1873; Edith Ethel, January 9, 1876. Edward E. was married to Miss Hattie Thornton, and they have three daughters and one son, and are living on a 320 acre farm across the Stanislaus, given them by Mr. Huntley; Julia May, now Mrs. David Dean Hahn, of Fresno County, has three girls; Frances Ella, now Mrs. John F. Warner, of San Diego; Laura Ann is living at home; Hattie G., now Mrs. William Boyd, of Stockton, has a boy and a girl; the four youngest are living at home, and the two youngest go to school to Oakdale, seven miles away, for the opportunity of a superior education. From 1883 to 1888 Mr. Huntley resided on his property in Stockton, chiefly for the purpose of giving his children superior advantages in education, as he much prefers a country life. He has been a school trustee for twenty years, mainly because of his interest in the proper education of children. He was among the first to join the San Joaquin Valley Society of California Pioneers, and is still a member. In 1889 he made an important addition to his home, enhancing the comforts and happiness of its inmates.

ANTHONY HUNTER, a rancher of Douglass Township, was born in County Antrim, Ireland, March 10, 1819, a son of Anthony and Eliza (Lynn) Hunter. The mother died young, but the father lived to be over eighty. With a limited education in his youth, Mr. Hunter worked on his father's farm until he left his native land for the United States.

Arriving in New York city in February, 1844, he proceeded westward to Ohio, where he bought a small farm of fifty acres in Monroe County, for which he paid $500. This he held two years, when he sold it for $1,000. For the ensuing five years he was variously employed; among other jobs he worked on the suspension bridge at Wheeling, and kept a milk dairy near that city.

In 1851 Mr. Hunter came to California by the Isthmus route, arriving in San Francisco on the 1st of August. Thence he went to mining in Calaveras County, where he stayed nine years, and then came down to Stockton, where

he resided from 1860 to 1863, doing but little of anything. In 1863 he bought a ranch of 500 acres near Waterloo, on which he lived until he sold it in 1867. In that year he went East to Ohio, remaining only a few months.

Returning to this State in 1868, Mr. Hunter was married in Murphy's, Calaveras County, to Miss Eliza Magill, also a native of Ireland, born near Belfast in 1839, a daughter of David and Jennie (Mateer) Magill. The Hunters, Magills and Mateers of that section are all of Scotch descent. In 1868 he bought the ranch on which he has since resided, about nine miles east of Stockton, on the Copperopolis road. It comprises 120 acres of very good land, well adapted to all kinds of farming or fruit-raising. There is an orchard of fourteen acres, and the rest is devoted chiefly to wheat and barley. He also owns 322 acres about three miles away, near Linden, which he lets on the shares, Mr. Hunter being too far advanced in years to give it personal superintendence.

Mr. and Mrs. Hunter are the parents of one child, Jennie Mateer, born August 22, 1869, in this township. She has attended a business college in Stockton, and is now finishing her education at Mills' Seminary, near Oakland.

EDWARD HICKMAN, dry-goods merchant of Stockton, was born in Lewis, Delaware, July 24, 1830, a son of George and Mary (Marriner) Hickman, both now deceased. The father was a merchant in Lewis, as far back as 1812, died in 1853, aged seventy-five; the mother survived him about thirty years and was over eighty at her death. One son, Hardeston, died in Lewis, December 31, 1889, at the age of seventy-three; another son, William M., living in San Francisco in 1890, is sixty-five. Eight sons and three daughters lived to raise families and all but three sons are living in 1890, the youngest being fifty-two.

The subject of this sketch left school at the age of seventeen, having received an academic education, entered a dry-goods store in Philadelphia as clerk, remaining three years, and has been in that line of business ever since. He came to California by way of Panama, arriving in San Francisco March, 1850, whence he came to this city, entering the dry-goods and clothing store of his brother, Hardeston, who had settled here in 1849. He worked for the brother at the present location, 206 Main street, until 1854, when he bought the stock, the brother returning East, and in 1861 bought the building also. He has carried on business "at the old stand" for thirty-six years.

Mr. Hickman was married in this city, July 24, 1856, to Miss Hepsabeth B. Fisher, born in Nantucket, Massachusetts, a daughter of Samuel and Hepsabeth (Brown) Fisher, both natives of Massachusetts. Mr. and Mrs. Hickman have four living children: Albertine; Althea, married December, 1889, to F. E. Dunlap, an attorney of this city; Edward Samuel, now in business with his father as clerk; Willard Salisbury, deputy city assessor of Stockton, married December, 1889, to Miss Emma Smith, born in Canada, a daughter of Mr. and Mrs. Thomas J. Smith.

Mr. Edward Hickman has been a Mason since 1854, belonging also to the Royal Arch Chapter, and the Knights Templar. He is a member of the Improved Order of Red Men, and of the Knights of Honor, and of the San Joaquin Valley Agricultural Association.

WILLIAM HILLER HUGHES, a rancher of Dent Township, was born in Greene County, Pennsylvania, June 6, 1821, a son of James and Mary (Hiller) Hughes. The father, a native of that State and a farmer by occupation, lived to be over seventy, dying in 1863. The mother, also a native of that State, died comparatively young, but she had borne ten children, dying a few weeks after the

birth of the youngest child. Four of her children are living in 1889, the oldest being seventy-one.

Grandfather Thomas Hughes was an emigrant to Pennsylvania, and was there married to Miss Elizabeth Swan, a native of the State. He was a justice of the peace in Greene County for many years, and was universally recognized as a man of the strictest integrity. His judgments were never appealed from, as they were governed by his sense of right and justice; and he was very successful as an arbitrator between angry litigants. He lived to a good old age, as did his wife also. They had four sons and five daughters who grew to maturity and raised families. Grandparents William and Margaret (Meyers) Hiller were Pennsylvania Germans, and also lived to an advanced age. They had three sons and five daughters, all of whom raised families.

The subject of this sketch received a very limited education, was brought up to farming, and picked up the trade of carpenter. He worked on his father's farm until his twenty-fourth year, when he was married, January 12, 1845, to Miss Margaret Hill, a daughter of Caton and Margaret (Olden) Hill, born near Johnstown, Licking County, Ohio, in 1823. The father was a native of Ohio, and the mother of Pennsylvania.

Soon after his marriage Mr. Hughes rented a farm near Jefferson, Greene County, Pennsylvania, which he held about three years, and in the spring of 1849 moved thence to Missouri. He there rented a farm one year in Clark County, where his wife died in March, 1850, leaving a son and daughter: George F., born in 1845, now a rancher of Stanislaus County, with four daughters and two sons; and Mary Frances, born in 1847, now the wife of Ezra E. Underwood, a rancher and at one time supervisor of Stanislaus County, but now living in Santa Cruz. They have three sons, of whom the second, Alfred, is married.

Mr. William H. Hughes was again married, March 20, 1851, to Miss Eliza Jane Dye, born in Ohio in 1831, a daughter of John and Nancy Dye.

The Dyes were among the pioneers of Scotland County, Missouri, having moved there from Ohio. Mr. Hughes bought 200 acres in that county, on which he raised corn chiefly. In 1853 he sold out and came to California, with his wife and three children. Arriving in Sonora, September 24, 1853, he went to mining at Shaw's Flats, and followed that pursuit until February, 1855. He then bought 160 acres of timber land three miles south of Sonora. This he cleared and went to raising hay, which he sold for $65 a ton in Columbia, in 1856. In November, 1857, he moved to this county, and bought a settler's right to 160 acres near Ripon, which he pre-empted and entered when it came into the market. He has made his home there ever since, raising wheat and barley chiefly. About 1860 he bought the half section adjoining, and soon afterward the remaining quarter of the section. About 1870, he bought 281 acres adjoining on the north, including most of the site of the village of Ripon, in which he sold the first lots, and afterward exchanged his portion for a ranch outside. He owns 330 acres in Castoria Township and 981 in Stanislaus County—in all about 2,300 acres. He erected a handsome and comfortable residence in 1874, at a cost of over $2,000.

Mrs. Hughes died March 11, 1888, leaving eight children: John L., born in Missouri, in June, 1852, owns 800 acres in Stanislaus County, and has two sons and two daughters: Lucy Ann, born in March, 1854, now the wife of D. F. Northrup, also a native of this State, a rancher, but residing in Stockton, has one daughter, Nancy Jane, born in 1856, now the wife of Samuel Foster, a rancher of Stanislaus County, has two daughters; James G., born in 1858, owns 640 acres and farms 330 acres of his father's estate, both in Castoria Township, and has four sons and two daughters; Medora, born in 1861, now the wife of John Dirst, a rancher of Stanislaus County; Francis Marvin, born in 1863, farms on his father's land in Stanislaus

County, has two boys; Minty May, born in 1865, now the wife of John T. Bloomer, at one time a trader and notary public at Ripon, but now residing in San Pedro, Los Angeles County, has two sons—Thomas Clarence, born July 27, 1875, the only child still under the parents' roof, and attending school at Ripon.

HOLT BROTHERS, of the Stockton Wheel Company, established their factory here in 1883, for the manufacture of wheels and other materials required in the making of carriages and wagons, including hardware and trimmings, as well as the hardwood lumber. The factory comprises a brick building, 46 x 102 feet, three stories, a frame building, 44 x 84 feet, and a boiler and drying-room, 26 x 40 feet. They employ about twenty-five men. In 1869 a branch of their Concord, New Hampshire, house was established by Charles Henry Holt, who was soon joined by William Harrison Holt, the goods being shipped from the Concord factory. In 1871 two other brothers, A. Frank and Benjamin, were admitted into the firm. A. Frank afterward became the resident partner in Concord, and died there about October 1, 1889. Benjamin, the resident partner in this city, was born in London, Merrimac County, New Hampshire, January 1, 1849, a son of William Knox and Harriet A. (Ames) Holt. The father, also a native of New Hampshire, a lumber dealer for many years, died in that State, aged seventy-two; the mother, a native of Canterbury, New Hampshire, died at the age of fifty-eight. Grandfather Benjamin Holt, also born in New Hampshire, of English ancestry, by occupation a farmer, died at the age of ninety, and his wife, by birth Anna Knox, lived to be eighty-six. Grandfather Ames and his wife, by birth an Ayres, lived to be eighty-seven and seventy-eight, respectively.

The subject of this sketch, educated first in the public schools and then in a boarding-school for three years, went into his father's factory at Concord at the age of twenty, and was given an interest in the business in 1871. In 1883 he came to California and took charge of the factory in this city.

Charles Henry Holt, who is in charge of the business in San Francisco, established by him in 1869, was born in New Hampshire, in October, 1843. After receiving his education he became a book-keeper in Boston, at about the age of twenty. He went to New York city a year later and there filled a similar position for another year, when he came to California. He spent some few months in San Francisco, when he went to Hydesville, Humboldt County, where he taught school about three years. Returning to San Francisco, he established the branch house already mentioned, and was there married, in 1872, to Miss Nettie Finch, a native of New Jersey. They have three children: Grace, Carter and Edith.

HENRY WILSON, a carpenter and builder, was born in Carbon County, Pennsylvania, July 25, 1835, a son of John and Elizabeth (Celler) Wilson. The father, a native of Sweden, came to America in young manhood and was married in Pennsylvania, where he became the owner of a saw mill. He died at about the age of fifty-three; the mother, a native of Germany, survived him many years, being over seventy at her death. Grandmother Celler was still older, reaching the age of eighty-five.

The subject of this sketch received some schooling in his youth and at the age of fifteen went to New York city, where a married sister was then residing. There he went to learn his trade as an apprentice and afterward worked at the same as a journeyman one year. He then traveled, as was usual in those days, working at his trade at different points as he went, and thus went through parts of Mississippi, Louisiana and Alabama. In the autumn of 1857, he was employed by a contractor with twenty-

nine others in driving wagons laden with military supplies for the soldiers at Salt Lake city. From that point he went to Los Angeles, California, and there worked for about three years, also as a teamster. In 1860 he engaged in mining in Tuolumne County, remaining one year, and was next employed in taking care of cattle near Knight's ferry at $75 a month until 1865. He had meantime made Stockton his home in 1862, and at the close of his career as a wagoner he settled in this city and went to work at his trade, opening a shop of his own. For about two years, 1871 and 1872, he had a partner, the firm being Wilson & Feeley, carpenters and builders. At all other times since starting here in 1865, Mr. Wilson has carried on business alone, finding it easier to give satisfaction to his customers, with responsibility undivided. He has been remarkably successful and attributes his acceptance with his customers to the simple rule of trying to do faithful work.

Mr. Wilson was married in Stockton, May 21, 1872, to Miss Maggie Tye, born in New London, Connecticut, June 2, 1853, a daughter of Michael and Ann (Maran) Tye, both natives of Ireland. They came here from Connecticut, in 1862, with their children, of whom one son and four daughters are living: Hugh M. Tye, an upholsterer of this city; Annie, now the wife of Michael McCann, engineer of the fire department; and two other married sisters, non-residents.

Mr. and Mrs. Wilson have three living children: Margaret Elizabeth, born June 17, 1875; Henry Wilson, December 8, 1877; Ella Moran, December 17, 1882. Mr. Wilson has built from his own plans and designs a very comfortble and pleasant home at moderate cost, at 88 Oak street, Stockton.

WILLIAM GEORGE WHEATON, a rancher of this county, residing in Stockton, was born in Honiton, Devonshire, England, June 29, 1840, a son of William and Emma (Du Chemin) Wheaton, natives of that shire. The mother, born in 1812, is living in Exeter, England, in 1890; the father, left an orphan at the age of eight, became a man of some local prominence as a merchant and contractor, and lived to be over seventy, dying in England about 1883. Grandfather George Du Chemin was born in London, the son, as is believed, of a French emigrant of the revolutionary period, lived to be over eighty; his wife, by birth a Miss Wilcox, died at the age of fifty.

The subject of this sketch received a fairly good education, and was employed by his father as a clerk from the close of his school days until about a year after his marriage. W. George Wheaton was married in East Teynmouth, August 30, 1869, to Miss Julia Whitmarsh, born in Exeter, March 27, 1842, a daughter of Thomas Webb and Louise (Du Chemin) Whitmarsh, a cousin. In 1870 Mr. Wheaton engaged with a partner in silk manufacture at Chard, Somerset, under the style of Payne & Wheaton, and about three years later sold his interest to Mr. Payne. He then embarked in a business venture in Honiton, which proved short-lived and unprofitable, and on November 30, 1875, he left Bristol with his wife and children on the steamer Somerset, for New York city. On their arrival they took train for Stockton, reaching this city December 22, 1875, and settled in their present home on Sutter street, between First and Second streets, which Mr. Wheaton purchased the following year. In 1878 he bought 240 acres on the Lone Tree road, in Dent Township, 160 on the "West Side" in 1882, and 160 near Clements in 1884, all of which he rents to working farmers. Mrs. Wheaton, a lady of education and of special talent in music, gave lessons in that line, chiefly on the piano, for twelve years. She died at her home August 16, 1888, leaving two children: Ada Julia, born in Axminster, Devon, England, June 8, 1870, and Mary Louise Bentley, born in Perry street, near Chard, Somerset, April 21, 1872, both educated at home by their devoted mother. The elder sister took charge of her mother's pupils and has

continued teaching in that line to the present time. The younger sister also is a good musician, and both, with their father, are members of St. John's Episcopal Church of this city.

HENRY WITMER WEAVER, of Stockton, an attorney for land claimants, was born in Pennsylvania, December 22, 1836, a son of Jonathan and Ann (Lefevre) Weaver, both natives of that State, and both now deceased. Five of their children, three sons and two daughters, are living in 1890, all married: one son in Kentucky, another in Philadelphia, the third, the subject of this sketch, in this city, and the two daughters, near the old home, nine miles east of Lancaster, Pennsylvania.

H. W. Weaver received a limited education in his youth in the old log school-house of the district, and at the age of fourteen became a clerk in a general store in Paradise, Pennsylvania, where he worked several years, receiving a salary of $300 toward the close of his connection. He then went to the State Normal School for two years, but instead of teaching took a position on the Pennsylvania Railroad at Station 24, in charge of a grain warehouse and other interests of the road at that point. In 1858 he moved to Sterling, Illinois, where he entered a dry-goods store as clerk, remaining until April, 1861, when he enlisted in the Thirteenth Illinois Volunteer Infantry, with which he served until mustered out in 1864. He then returned to Sterling and resumed his situation in the same dry-goods establishment in which he had worked before his enlistment. He was there married in 1864, to Miss Ellen G. Cooke, born in Newburg, Chenango County, New York, a daughter of William Z. and Charlotte (Hyde) Cooke. They were among the early settlers of Sterling, where the mother died at about the age of forty; the father is living in Santa Ana, California, in 1890, aged about seventy. Soon after his marriage Mr. Weaver opened a general store in Sterling, which he carried on until January 1, 1870, when he came to Stockton, more especially for the benefit of Mrs. Weaver's health. She had been an invalid for a few years, but has entirely recovered. Mr. Weaver obtained the position of clerk in the United States land office, where he remained until 1876. He was elected County Clerk in 1877, holding the place by re-election until 1883, and since that time has been engaged in his present business of attorney for land claimants before the Stockton land office or the general land office in Washington, District of Columbia.

Mr. and Mrs. H. W. Weaver have four children: Ann, now Mrs. C. E. Littlehale, of this city; Daniel L., a clerk with Jackson & Earle; Catharine J., and Henry Eckert Weaver, of whom the oldest was born in Sterling, Illinois, and the other three in Stockton, California. Mr. H. W. Weaver has been a Mason since 1858, and is also a member of the A. O. U. W.

PETER VINET, a rancher of Dent Township, was born in Charente, France, in 1822, and emigrated to Mexico in 1839, direct from Bordeaux to Vera Cruz. In 1845 he was there married to Miss Refugia Aguirre, born in Mexico about 1829, a daughter of Mr. and Mrs. Joseph Aguirre, the father being by birth a Spaniard. On the discovery of gold in California Mr. and Mrs. Vinet came to this coast, and Mr. Vinet went to mining for two years. Except these two years he has been engaged in farm work for fifty years. In 1859 he bought his first 160 acres in this township, and in 1889 owns 1,760 acres, devoted chiefly to the raising of wheat.

Mr. and Mrs. Vinet are the parents of three living children. Joseph Peter, born October 17, 1863, received a good education, finishing with a session in Santa Clara College, and is in business in Stockton. He was married to Miss Marie Louise Pache, a daughter of Jules P. Pache, of Stockton. They have one child, Marie Louise Refugia, born October 12, 1888.

The other children of Mr. and Mrs. Peter Vinet are Miss Anita Refugia, born January 19, 1867, and Marie Irene, born in 1870, both of whom finished their education in Notre Dame Academy in San Jose. There is also an adopted daughter, Dolores Gertrude, married in 1884 to William A. Carroll, of Dent Township. They have two children, Joseph Justin and Arthur Victor.

DENNIS TUMELTY, of the firm of McKinnon & Tumelty, bridge builders and general contractors of Stockton, was born in Down County, Ireland, August 23, 1843, a son of Henry and Elizabeth (Fitzsimmons) Tumelty, both natives of that county. The father, by trade a mason, died at the age of thirty-five, the result of a fall from a building on which he had been at work three years before. The mother, born in 1806, died in her native county in 1881, and her parents also lived to a good age, having passed middle life by some years. Grand-uncle Matt Tumelty, a farmer in Down, reached the age of ninety-six.

The subject of this sketch received some schooling in his youth, and helped on the farm on which he was brought up. At the age of seventeen he went to Scotland and learned the trade of ship carpenter in Ardrossen on the Clyde, serving an apprenticeship of five years. He there worked one year as journeyman, and three years at different points on the Clyde. He was married in Glasgow in 1869, to Miss Catherine Lynch, born in Ayrshire in 1847, a daughter of Henry and Agnes (Boyle) Lynch. He continued working at his trade on the Clyde until 1871, when he left for America with his wife and child, arriving in New York on the 27th of June. He went direct to Sarnia, Ontario, working there three months, and thence to Lapeer, Michigan, where he worked nine months in a lumber camp as engineer, having acquired some knowledge of that business on the Clyde. In 1872 he again engaged at his trade of ship carpenter in Port Huron, Michigan, where he remained until 1875, when he came to California and settled down in the same line of work here in June of that year. In 1878 he first became connected in business with his present partner and with two others, and soon engaged in taking contracts. After some changes in membership, the present firm of McKinnon & Tumelty, consisting of August McKinnon and Dennis Tumelty, was formed in January, 1883. They have done considerable work in the bridge-building line in this county, as well as in the counties of Stanislaus, Calaveras, Kern, Tulare, Sacramento and Contra Costa. They employ gangs of workmen varying from twenty-five to 125 or more, according to the magnitude and urgency of the contracts on hand.

Mr. and Mrs. Tumelty are the parents of five living children: Richard Charles, born in Scotland, June 26, 1870, is in the employ of McKinnon & Tumelty as engineer; James, born in Port Huron, Michigan, October 3, 1873, is learning the trade of plumber in this city in 1890; Catherine, also born in Port Huron, August 31, 1875 Hugh, born in Stockton, May 13, 1877; William D., also born in this city, August 13, 1883.

Mr. Tumelty is a member of the Irish-American Association.

ALFRED BENJAMIN TREADWELL, Prosecuting Attorney of Stockton, was born in this city, November 29, 1856, a son of William and Susan (Walker) Treadwell, both deceased. The father, born in England about 1807, by trade a painter, emigrated to Mexico and was there married; the mother, born in Mexico, of an English father and a Mexican mother, Vivian Evara, who were married in Hermosillo in 1834. She was of Spanish descent. Grandfather Walker died there, aged sixty-eight; grandmother Vivian (Evara) Walker came with three sons and Mr. and Mrs.

Treadwell to California in 1851, at the suggestion or request of Mr. Thomas Walker, of Stockton, who perhaps was a relative of grandfather Walker. Here William Treadwell became associated with Thomas Walker under the style of Walker & Company, one of the pioneer commission houses of this city. He died in 1857, and the mother followed in 1860, leaving the subject of this sketch an orphan of four years. The grandmother lived until 1878, dying at the age of sixty-eight. At the age of eight years A. B. Treadwell was taken to Mexico and was there educated, first in Mazatlan, and afterwards in Guaymas, until the age of eighteen, learning English, Spanish, French, Italian and Latin, and teaching from the age of seventeen to nineteen in a college in Culiacan, twice a week. In 1876 he returned to this State, opened a school of languages in San Francisco, and in 1879 founded *La Republica*, editing and publishing that paper until he sold it to the Mexican consul. He returned to Stockton in 1882 and taught Spanish and Italian classes here and in San Francisco for about a year. Meanwhile he had commenced, in 1877, the study of law in leisure moments. He read law one year under Judge A. Van R. Patterson. He was admitted to the bar in 1882, and was immediately elected a justice of the peace, continuing his law studies on opportunity in the office of the late Judge D. S. Terry. He was re-elected a justice in 1884, for the years 1885 and 1886, and in 1887 and 1888 he practiced law with E. E. Copeland, under the style of Treadwell & Copeland. In 1889 he was chosen secretary of the judiciary committee of the State senate for two years, and in June, 1889, during the recess of the senate, he was appointed city prosecutor of Stockton.

Mr. Treadwell was married in this city, November 29, 1884, to Miss Nettie Fairchild, born in this county in 1861, a daughter of William H. and Anna (Gray) Fairchild. The father, born in Pennsylvania about 1820, came to California in 1850, afterward settling on a farm in this county, died in 1882. The mother, born in Scotland in 1837, is living on the old homestead, four miles from Stockton, on the Waterloo road. Mr. and Mrs. Treadwell have one child, Sophie Anita, born November 29, 1885. Mr. Treadwell is president of the County Democracy and secretary of the Democratic County Committee.

HENRY WILCOX SHARP, joint proprietor with his brother, C. F., of Yo Semite House, was born in South Lyndboro, New Hampshire, March 28, 1850, a son of John Wilcox and Susan Bridges (Cram) Sharp. The father was also born in Boston, January 15, 1823, a son of John and Harriet (Wilcox) Sharp. Born and married in Yorkshire, England, they emigrated to America about 1820, and settled in Boston, where John Sharp filled the position of foreman in a stone-cutting establishment, and died about 1833, at the age of forty-nine. His widow survived him nearly half a century, dying in that city in 1879, aged ninety-four; and her mother reached the still more remarkable age of 108 years, dying in England. John Wilcox Sharp also learned the trade of stonecutter in his native city and was there married, December 14, 1848, to Miss Susan B. Cram, born in Vermont, January 11, 1829, a daughter of Solomon and Mary (Sargent) Cram. The father, a native of Roxbury, Vermont, by trade a blacksmith, was over seventy at his death in South Lyndboro, New Hampshire. The mother, a native of Hillsboro, New Hampshire and married in Lyndboro, lived to be over eighty. Her father, a soldier in the war of 1812, and discharged for disability, returned home to die of the wounds received in some battle of that war. His widow, by birth a Miss Grant of Greenfield, New Hampshire, reached the age of ninety. Grandfather David Cram also lived to be ninety, dying in Roxbury, Vermont, and his wife, by birth a Miss Putnam, of the same family as General Israel Putnam, died in middle life, also in Roxbury, Vermont. The original emigrant of the name of Cram, the grandfather

of this David Cram, came from England in 1739, and the 150th anniversary of the event was celebrated by his descendants in Lyndboro, New Hampshire, in September, 1889.

John W. Sharp came to California by way of Cape Horn, arriving in San Francisco early in 1850. He went to mining in Tuolumne County and afterward in Calaveras County. His wife, accompanied by the subject of this sketch, at that time their only child, came out in 1852, by the Nicaragua route. They left Boston in June, and took ship at New York, but, delayed by storms and accidents of various kinds on both oceans, they did not reach San Francisco until August. There they were met by the husband and father, who went into the laundry business for ten months in that city, to give them a chance to regain health and strength. He then went to Mokelumne Hill, where he built a hotel in July, 1853, where he was burnt out in 1855. He then went to mining at St. Anton for a short time with marked success, accumulating quite a bit of money. He next built a fine hotel for those times, in Calaveritas, which also burnt down in 1858 during his absence in Carson valley in search of a good cattle range. He then started a small store which he conducted but a short time, when he sold out and moved to San Andreas, where he built a store of the native rock, quarried, dressed and placed by himself, and kept a general store until the "silver mountain" excitement arose, when he left for that region, about 1863. There was a little surface silver found, but that was all. He remained there nearly a year, running a livery stable about nine months, the venture proving on the whole a considerable loss. Returning he took charge of the Metropolitan Hotel in San Andreas, and conducted it until 1868. He then moved to San Francisco, where he carried on the old Barnum restaurant near where the Palace Hotel now stands, until again called away by the White Pine excitement in Nevada, which proved another failure, wasting, however, only six weeks of time. He then carried on the Revere House in Napa from 1868 to 1873. He then conducted a general store in Darwin, Inyo County, about two years, when he sold out to his sons, and retired from active business, continuing, however, to live with them, together with his wife and daughter. Mr. and Mrs. John W. Sharp have only three children, the two sons, H. W. and C. F. already referred to, and a daughter, Harriet Sophia, born in Calaveritas, March 7, 1859, a graduate of Napa Seminary, and now residing in the Yo Semite House with her parents and brothers.

H. W. Sharp, the subject of this sketch, went to school in San Andreas to the age of about fifteen, when he went to San Francisco to learn the art of printing. He afterward worked on the Napa *Register* and later on the Yolo *Mail*, and for a time was owner of that paper. He was married in Napa on Thanksgiving day, 1873, to Miss Emma Mabes, born in Campo Seco, Calaveras County, July 4, 1855, a daughter of August and Minnie (Haas) Mabes. The mother died in May, 1889, aged seventy-two; the father is still living in 1890, aged about seventy-three. H. W. Sharp and his brother bought out the father's store in Darwin about 1876, and carried it on nearly three years under the style of H. W. and C. F. Sharp. Their next venture was in running the Ormsby House in Carson, Nevada, which they conducted about six years. They conducted the Andrews Hotel in San Luis Obispo only six months, when it was destroyed by fire. After a retirement of some months in San Francisco, which has been the home of the family in the intervals of hotel engagements, they took charge of the Yo Semite House in August, 1886. Mr. and Mrs. H. W. Sharp have three children: Minnie Susan, born in Darwin, May 14, 1876; Hattie May, born in San Francisco, May 1, 1878; and Harry Mabes, born in Napa, March 17, 1880.

Charles Franklin Sharp, joint proprietor with his brother of the Yo Semite House, Stockton, was born at Mokelumne Hill, January 22, 1854, and after receiving his earlier education in the local schools attended Lincoln School in San Francisco several years, receiving three medals

for high standing in his classes. When the family moved to Napa, he studied in the Napa College two years. He learned book-keeping and telegraphing and filled the position of agent for Wells, Fargo & Company in Darwin, Inyo County, three years. He conducted the Paso Robles Hotel as manager for the proprietor, from 1886 to 1889, being still interested with his brother in the Yo Semite House of this city, and in 1889 returned here, and has since assisted in the actual management. The Yo Semite House was opened for bnsiness July 4, 1869, and was enlarged to double its former capacity in 1885, being now capable of accommodating 150 guests, containing 107 rooms, well-ventilated and well-furnished, with well-appointed accessories in parlors, dining-room, reading-room, billiard-room, commercial travelers' room and every thing requisite to constitute a first-class hotel. The building is of brick, three stories high, and holds rank in every respect as one of the best hotels in Central California.

GEORGE WASHINGTON TRAHERN, a rancher, residing in Stockton, was born in Mississippi, April 15, 1825, a son of Wesley and Delilah (Braschear) Trahern. The father, a native of Virginia, moved to Mississippi, where he became owner of a plantation on Pearl river, seven miles below Jackson, the State capital. There he raised cotton and corn chiefly, besides dealing in stock. He was married at the home of his bride, on the Tombigbee, in Alabama. They had three sons and two daughters, the latter still living in Texas; of the sons only the subject of this sketch survives. In his youth he acquired some knowledge of cattle on his father's place, and afterward from a brother-in-law in Texas, where he also handled some cattle on his own account. He joined the Texas rangers in the struggle for separation from Mexico, and with them enlisted for the Mexican war, serving to the end, and is a pensioner of that war. With fourteen others he set out for California in 1849, coming by way of Chihuahua, Mexico, and arriving in Wood's Diggings, near Sonora, he gathered a little gold in a brief trial of that industry. He then pushed on for the plains, and in the fall settled in this county, near what is now Linden, and engaged in the cattle business. In 1850 he was joined by John McMullen, one of his companions on the trip from Texas, and they located 160 acres each on the Calaveras, about three miles north of Linden. In 1851 they formed a partnership, and in 1852 bought 400 acres adjoining the 320, making a compact body, which they made headquarters for their stock business. In 1852 Mr. Trahern went East and drove 1,000 cattle across the plains. They also had free range of large tracts in those days, reaching sixteen miles south to the Stanislaus and as far to the east, to the limits of the county, shared in, however, by other cattle dealers. At the death of his partner, in 1868, they owned 21,000 acres in different parts of the county, which were divided between himself and the McMullen heirs in the spring of 1869. Mr. Trahern has continued in the stock right along, being thus engaged in this county for forty years. He owns 8,600 acres in Castoria Township, at the mouth of the Stanislaus, and 3,342 acres on "the west side," in Tulare Township. Of the former tract he farms 3,300 acres, and of the latter, 1,500, raising wheat chiefly, but also considerable barley and rye.

Mr. Trahern was married March 1, 1860, to Miss Henrietta B. Childers, born in Missouri in 1842, a daughter of Johnson and Margaret (Blair) Childers. The father, a native of Kentucky, had moved to Missouri, and thence to California in 1852. He mined for a time at Volcano, in Amador County, and afterward settled in Calaveras County, where he carried on the Half-way House on the Mokelumne Hill road for a few years. About 1855 he settled in this county, where he died at the age of forty-seven, leaving six children, of whom five are living.

Mr. and Mrs. Trahern are the parents of five living children: Laura Trahern; Rachel C., the wife of N. C. Farnam, a merchant of Bantas, in this county, has one child, Henrietta Hazel, born June 19, 1887; Bessie Lee, now Mrs. Percy Williams, of Union Island, has one child, Thomas Hansford Williams, born in November, 1889; Lydia Trahern and David Douglass Trahern.

Mr. G. W. Trahern is a member of the San Joaquin Valley Society of California Pioneers since 1868.

CHARLES HENRY WYMAN, an attorney on land and mining claims, in Stockton, was born in Salem, Massachusetts, October 23, 1848, a son of Humphrey Barrett and Louisann Weston (Hill) Wyman, both natives of Massachusetts and descendants of the Pilgrims. The mother's family traces relationship with Governor Endicott, and the father's with General Israel Putnam, of Revolutionary renown. The father, at one time a merchant of Boston, is still living in that city.

The subject of this sketch was educated in the public schools of Boston, until the age of fourteen, when he entered Captain Thompson's Naval Academy, from which he was graduated at sixteen. Receiving the appointment of midshipman in the United States Navy, he was placed on the Santiago de Cuba, of the North Atlantic squadron, which soon engaged in pursuit of the rebel privateer Alabama, chasing her into Halifax, Nova Scotia. Mr. Wyman was promoted to the position of master's mate, but resigned to enlist in the Thirty-fifth Massachusetts Volunteer Infantry, which, however, was at the front only four months, when the war closed. Engaging in nothing of a permanent character for more than a year after the disbandment of the volunteers, Mr. Wyman took shipping at Brooklyn, New York, on board the barque Whistler for this coast, coming by way of Cape Horn. Arriving in San Francisco May 19, 1867, he soon afterward came to this city, and was engaged a few years in various avocations of a more or less temporary character. Removing to Sacramento, he then filled the position of chief clerk in the United States land office from 1870 to 1878. While in that city he read law under Henry Edgerton, and was appointed a notary public. He there became a member of Sumner Post, G. A. R., and was there married January 1, 1873, to Miss Mary E. Dickerson, a native of El Dorado County, who died in September, 1876, leaving one child, Arthur L., born March 30, 1874. Leaving Sacramento in 1879, he traveled for a time and spent about one year in San Jose de Guatemala. Returning to Sacramento, he soon afterward came to this city and engaged in his present business of attorney in land and mining claims, in which class of cases his law studies and land-office experience have made him an expert. He also holds the position of notary public, his last appointment for four years being dated April 25, 1889.

Mr. Wyman was again married February 14, 1888, in this city, to Mrs. Mary A. (Sutter) Thomas, a native of Albany, New York, and at the date of this marriage a widow with four children.

SAMUEL HEWITT, deceased. The subject of this sketch was born at Lone Hill, County Antrim, Ireland, in 1811, a son of James and Margaret (Meek) Hewitt. The father died in Ireland, at an advanced age, and the mother in Illinois, at the home of a daughter, Mrs. Margaret Crossley, also at an advanced age.

Samuel Hewitt received a good education for that period, and learned both farming and merchandising, his father being engaged in both pursuits in and near Lone Hill. He was married in 1832 to Miss Nancy Madden, a native of the same county, born in 1811, a daughter of Roger and Betsey (Hindman) Madden, both of

whom lived to be over sixty. The father was a farmer and manufacturer of linen cloth,—the great industry of that section,—having at one time as many as fifty looms engaged.

Upon the marriage of Mr. and Mrs. Hewitt, they emigrated to America and settled in Londonderry, Jefferson County, Ohio. Mr. Hewitt bought 160 acres, but farmed only a few years, his health giving way. He then went to school-teaching for a time, and after selling his land moved into Steubenville, and went into the grocery business.

Leaving Steubenville on March 3, 1857, they spent seven months on the overland journey to California, meeting with no disaster on the way. He settled twelve miles east of Stockton and engaged in the freighting business, owning two teams. About 1855 he bought the homestead where his aged widow still lives. The original purchase was enlarged from time to time until he owned 1,080 acres in one body, mostly wheat-growing land. He was essentially a farmer from the date of his first purchase of land in this section. He went into the copper-mining speculation in 1872, owning stock in the company, which proved an unprofitabe investment. He was a director of the Stockton Savings and Loan Society for two years.

Mr. and Mrs. Hewitt have had eight children, four girls and four boys, all born in Ohio. Of these the first born died an unnamed baby boy the day after his birth; another, Mary Ellen, born October 19, 1849, died at the age of five, and those that grew to maturity are as follows: Eliza Jane, born January 1, 1834, became the wife of Henry Langworthy, a rancher of Stanislaus County, and died June 5, 1866, leaving two girls and one boy. Sarah Ellen Hewitt, born December 3, 1835, became the wife of C. H. Huffman, now of Merced, and died July 25, 1869, leaving two boys and one girl. Matilda Margaret, born October 15, 1838, the wife of Robert McHenry, a farmer of Modesto, has one boy. James Rodgers Hewitt, born July 15, 1841, has remained on the home place all his life, but owns 740 acres adjoining. Martin Luther Hewitt, born March 25, 1844, was married to Miss Florence Nevada Harrold. They have one child, Arthur, born in October, 1878. M. T. owns 800 acres, separated from the home place by the Sonora road.

WILLIAM THOMAS HEWITT, born January 23, 1847, has been a farmer from his youth upward, and is owner of the homestead ranch of 1,080 acres, on which he has erected a fine residence of nine rooms at a cost of about $4,000, and a barn costing half that amount.

JOHN WHEELER JONES, a rancher of Dent Township, was born in North Carolina, March 10, 1821, a son of Electus and Mary (Lambeth) Jones. The father had served in the navy in the war of 1812, and died before his son came to California. The mother lived to be ninety-one years, ten months and five days, dying at the home of her son, February 20, 1883, leaving three sons and two daughters, of whom one daughter died in 1885.

John W. Jones spent some time in early manhood in South Carolina, and afterwards in Georgia, where he held the position of overseer, which he threw up rather than whip a female slave. Moving into Tennessee, he was there married December 2, 1842, to Miss Mary Ann Allen, and, after some changes not worthy of mention, settled in Missouri.

In 1852 Mr. Jones, with his wife and mother and four children set out for California across the plains, but the wife did not live to see the glories of the land of sunshine, dying of cholera on the plains. On his arrival Mr. Jones engaged in the teaming business from Stockton eastward to the mountains, keeping also the Blue Tent Tavern, about twenty-two miles east of Stockton, on the French Camp road, in charge of his mother. In 1854 he erected a school-house and hired a teacher for his children and such others as could attend it.

In 1855 he located 160 acres, which became the homestead, and twenty years later, in 1875,

he owned over 7,000 acres in Dent Township, with one mile of frontage on the Stanislaus, extending inward and spreading to the east and west to cover that area. About 1866 he purchased 25,000 acres in Stanislaus County. He also owns 2,500 acres of pasture land in this county, west of the San Joaquin.

Meanwhile, in 1857, Mr. Jones went East and drove a herd of cattle to this county. On the return trip across the plains he made the acquaintance of John W. Dunlap and family, who were then on their way to this coast. Soon after their arrival he was married, September 7, 1857, to Miss Catherine Martin Dunlap, a native of Illinois, the daughter of John W. Dunlap and wife, whose maiden name was Leigh. The father, born in Illinois in 1810, is still living in 1889 in Oakdale, Stanislaus County. In 1861 Mr. Jones erected a handsome two-story brick residence, which cost probably not less than $12,000. In 1889 it is surrounded by a vineyard and orchard of seventeen acres, chiefly for home consumption.

About 1870 he distributed 15,000 acres in equal parts among the surviving children of his first marriage: Levi J., of Turloch; Edna, now Mrs. Willis Bledsoe, of Modesto; Elizabeth, now Mrs. Anthony Humphrey, of Shasta. The fourth child, Electus Newton, had died before the distribution, at the age of eighteen.

Mrs. Catherine M. (Dunlap) Jones, born in Illinois about 1834, died at her home in Dent Township in 1879, leaving six children: Lucinda Caroline, born August 30, 1859; William Joshua, August 15, 1861; Emma Narcissa, May 8, 1864; David Lincoln, January 13, 1867; Alice Deborah, February 8, 1869; James Wesley, June 17, 1871.

Lucinda C. was married December 31, 1879, to J. J. Dolan, a native of Illinois, and received from her father 1,280 acres in Stanislaus County. Mr. and Mrs. Dolan have three children: Mary Catherine, born September 12, 1880; Wilbur Wheeler and Alver Gordon. Emma N. and Alice D. are living at home, the comfort and support of their father, have received 1,280 acres each; David Lincoln, 1,000 acres on the Stanislaus river, and James Wesley is being educated at the San Joaquin Valley College in Woodbridge.

WILLIAM JOSHUA JONES, a rancher and native of Dent Township, was born August 15, 1861, a son of John Wheeler and Catherine Martin (Dunlap) Jones. (See foregoing sketch.) He received the usual district-school education, and spent some time in Litton Springs College in Sonoma County, quitting at the age of eighteen, and arriving at home before the death of his mother in 1879. He was then assigned by his father to the superintendence and management of the 1,280 acres which he now occupies, and which were formally deeded to him about 1887. The ranch is situated on the French Camp road, near its junction with the Lone Tree road, and about twenty-five miles east of Stockton. He has built a comfortable and tasteful residence, neatly enclosed in an area of a few acres planted in vines, with a small orchard adjoining, about seven acres in all, for home use. He also owns 320 acres about twenty miles east of Stockton, on the same road. Both ranches are devoted chiefly to wheat and barley, but Mr. Jones gives some attention to breeding horses, partly Normans and partly trotting stock.

Mr. William J. Jones was married November 14, 1888, to Miss Mary Ellen Rodgers, born in Modesto, California, May 31, 1871, a daughter of John and Ellen (Frazier) Rodgers, both now deceased. The mother, born in Indiana about 1849, died in Modesto in 1875; the father, born or brought up in Texas, died also in Modesto in October, 1884, aged about fifty-four. Though the parents were short-lived, there is a strain of longevity in the family. Grandmother Lucinda (Cartwright) Frazier, born about 1829, is still living in Oakdale, Stanislaus County, in 1889; and great-grandmother Tilda Cartwright died in Summitville, Indiana, aged ninety-nine.

Mrs. William J. Jones finished her education at Mills Seminary, near Oakland, in 1887.

EUGENE GREMAUX, rancher, Douglass Township, was born in Lower Canada, November 1, 1830, a son of Olivier and Agatha (Jondron) Gremaux, natives of that province. The father died in 1883, aged eighty; the mother many years before, at about the age of forty. Grandfather Joseph Gremaux died in Canada, aged ninety-four.

The subject of this sketch came to California in 1855, and went to mining at Robert Creek, but with such poor success that he gave up that line of business after a trial of two months. He then came down into the Sacramento valley, and afterwards into this region, and engaged in farm work. He spent five years on a place near Waterloo, and four on what was called the Dodge ranch. In 1867 he bought the 142-acre ranch on which he still resides, and on which his chief crop is wheat.

Mr. Gremaux was married December 16, 1866, to Miss Orinda McLanahan, a native of Wisconsin, born February 27, 1849. Mrs. Gremaux died in March, 1875, leaving a son and daughter, two other children having died in infancy. The survivors are: Loveland Adolphus, born July 12, 1867, and Frances Isadora, born August 13, 1873.

JIREH PERRY ASHLEY, a rancher of Douglass Township, near Linden, was born in Massachusetts, April 2, 1830, a son of Jireh and Sarah (Clark) Ashley. The father, born in Massachusetts in 1802, became a farmer and lived to be eighty-four years old. Grandfather Thomas Ashley, the son of an English emigrant, but born, it is thought, in Massachusetts, lived to be over eighty years old, and his wife, Hannah, was about seventy years old when she died. Grandfather James Clark, born about 1775, was living in 1845, but the date of his death is not known. The mother of J. P. Ashley died April 4, 1841, comparatively young; and the boy soon went to work for a neighbor, with whom he lived four years. At the age of fifteen years he went to sea, and followed that way of life some six years.

Early in May, 1850, he arrived in San Francisco, one of a company of eleven owners of the schooner Jupiter, of New Bedford, Massachusetts, in which they made the voyage. They then came to Stockton, and the vessel made one voyage to Marquesas Islands. Mr. Ashley spent the winter of 1850–'51 in Stockton, mostly occupied in hunting. The company went to the mines in Tuolumne County. About February, 1851, he went to Mokelumne Hill, remaining until July. Being taken sick he sold out his interest in the company with the intention of returning to the East. Meeting an old shipmate in San Francisco he was induced to go into the business of freighting lumber from Oregon to San Francisco, and made only one successful trip, the vessel and cargo being lost on the second trip in 1852. Mr. Ashley returned to Stockton, and went to work as a cook in a boarding house at $100 a month, remaining about one year. He bought a restaurant in 1853, in partnership with another, but made no money, and gave it up after one year. In 1854 he owned a couple of pleasure-boats, which he let by the hour. In 1855 he went to Tuolumne County, and served a few months as a cook in a miner's boarding-house, when he again returned to Stockton and found a situation as cook in the Massachusetts House, where he served one year. In 1856 he went to butchering for wages in Stockton, and worked in that line three years.

In 1859 Mr. Ashley came to Linden, and went into the butchering business on his own account, which he followed about twenty-five years.

September 2, 1860, he was married in Stockton to Miss Celia Cox, born in Enniskillen, Ireland, in 1831, a daughter of Michael and Bridget

(Corrigan) Cox, both now deceased. Mrs. Ashley came to America in 1849, and to Linden, California, July 8, 1859.

Since relinquishing the butcher business in Linden Mr. Ashley has been farming on his ranch of 137 acres adjoining that village. He has a small orchard and vineyard for home use, but his chief marketable product is wheat.

Mr. and Mrs. Ashley have had four sons, of whom three are still living, viz.: Thomas Henry, born June 13, 1861, is a farmer, and lives with his parents; James, born December 16, 1862, is a clerk in Linden; John, born October 28, 1864, died April 14, 1877; Charles, born April 6, 1867, is also a clerk in Linden.

EDWIN HAMILTON CARY, a music dealer of Stockton, was born in Portland, Oregon, March 25, 1851, a son of Luther and Rebecca (Harbart) Cary, the latter still living; the former died April 2, 1890. Professor Luther Cary, the father, born in Norwich, New London County, Connecticut, July 24, 1817, moved with his parents in 1833 to South Warren, Bradford County, Pennsylvania, where he taught school in 1837. In 1838 he moved to Peoria County, Illinois, where he was married and followed farming. In the spring of 1850, allured by the great liberality of the "Donation Act," offering 640 acres to married settlers on the condition of five years' occupancy, he set out for Oregon. The gold fever was raging, but his health being somewhat impaired by the ague, and the substantial comfort of settling on a section of land, induced him to prefer Oregon to California. Hitching up his oxen and cows to his wagons he set out for the long journey across the plains, arriving at the Dalles on Columbia river, September 25, 1850. He first settled on that river six miles above Vancouver, and was for some time interested in the ferry-boat business. In 1852 he settled on 640 acres in Marion County, and went to farming, varied by school-teaching. Becoming security for a certain person in 1853, to the extent of $2,000, by the flight of that person to California, Mr. Cary was left to pay the debt. In this emergency he conceived the idea of lecturing on astronomy, and proceeded to qualify himself by close study of that interesting science for a year. Procuring the necessary outfit for giving popular lectures on that subject, he proceeded to carry out his idea, and in less than two years he was enabled to liquidate the debt. Having entered upon a congenial field of labor, he continued giving those lectures for many years, all over Oregon and California, with occasional trips farther east. Professor Cary has lectured in Washington, California, Montana, Oregon, British Columbia, Idaho, Nebraska, Kansas and Michigan, and in many other western States and Territories. About 1863 he came to reside in San Jose, California, which he made his home for about ten years. Many of the more prominent citizens of San Jose, among the number being C. C. Owens, editor of the San Jose *Mercury*, and Dr. Clark and others, urged him to seek a position in connection with the Lick Observatory, when that institution was projected, as a desirable field for the exercise of his marked attainments in his chosen specialty, but he had so long followed the career of a traveling astronomer that the change to that of a sedentary observer had no attraction for him. He was last a resident of Rosedale, Pierce County, Washington, situated on Henderson Bay, and owns some land at different points in that State.

The mother of our subject, by birth Rebecca Harbart, was born July 14, 1831, and married in Illinois, September 25, 1848. Grandfather Luther Cary, Sr., was born in Windham County, Connecticut, November 11, 1768, and had five older brothers who were soldiers of the Revolution, and afterward settled in differet parts of the country. Grandfather Cary died in Pennsylvania March 1, 1834. Grandmother Rispah (Allen) Cary was born in Groton, New London County, Connecticut, February 18, 1772, was married November 11, 1792. Great-grand-

father Benjamin Cary moved from Massachusetts to Connecticut, finally to Windham County, where he raised a large family.

E. H. Cary was reared on a farm until about ten years of age, was educated in Portland, Oregon, and at an early age began the study of music, a talent for which he has an inheritance in his family. After school days he learned the trade of carpenter, and his time was occupied chiefly as a carpenter and builder, as well as musician, until he came to San Jose, California, in June, 1874. In Santa Clara County he joined his father in the special industry of raising Angora goats, and for wider range removed his flock into Calaveras County, February 23, 1875, when the father and he became owners of 1,280 acres of pasture land, near Salt Spring valley. In 1877, finding the industry not likely to prove as profitable as they had anticipated, they disposed of their pasture range, and a year in Oakland was spent in carpentering. Mr. Cary returned to Calaveras County and went to mining in Angel's Camp, where he remained over three years occupied chiefly in that pursuit, and with little profit.

In 1882 Mr. Cary came to Stockton, and from this point as a centre of operation he traveled for some years as salesman for Kohler & Chase, music dealers of San Francisco, selling their wares and giving bands instruction in music,—a combination of the commercial traveler and itinerant band-master. In September, 1889, he opened his present place of business, as a music dealer, on the northwest corner of American and Market streets, Stockton.

Mr. E. H. Crary was married in Albany, Oregon, September 16, 1871, to Miss Caroline Alda McLeran, born in Milwaukee, Wisconsin, November 12, 1849, a daughter of Sylvester and Wealthy (Beals) McLeran, both deceased, in Oregon, in 1874,—the father aged fifty-eight and the mother fifty-six. Grandmother Beals lived to an advanced age. The McLeran family came across the plains in 1865, members of a large party, having about 150 wagons. They were attacked by Indians on Rock creek, at some distance from Fort Halleck, losing a few killed and some taken prisoners, most of the company escaping uninjured. Among these were the McLerans, the three sons and two daughters still living—Charles Mercias, who afterward returned East, is living in Durand, Illinois; Sylvester Rufus, in Pendleton, Oregon; Leonard Jackson, and Mrs. E. H. Cary, in this city, and Anna McLeran, by marriage Mrs. Martin Fish burn, in Portland, Oregon.

Mr. and Mrs. Cary have two living children, both born in Calaveras County; Edwin Liberty, July 4, 1875, a young musician of marked talents, an artist on the cornet, having played in public with marked acceptance at the age of nine, and now in his fifteenth year received with great attention wherever he appears, the cornet being still his specialty; Francis Raymond, born May 2, 1877, also evinces musical talents, but is not so precocious as his brother.

Mr. E. H. Cary has two brothers and sisters living: Matilda Almira, now Mrs. Curtis Parker; George Washington, a rancher; Melissa Clementine, now the wife of R. A. Allen, a railroad engineer, these three being residents of Josephine County, Oregon; and Charles Arthur, a school-teacher and associate in interests with his father in Orting, Washington.



ASA CLARK, M. D., proprietor of the Pacific Hospital, Stockton, was born in Essex County, New York, June 29, 1824, a son of Curtis and Electa (Meacham) Clark, both natives of Vermont. Some few years after marriage they moved to the State of New York, living for a time in Essex, and afterward in Oswego County. Later on they moved to Illinois, and settled on a farm near Park Ridge, in Cook County. Still later they moved to Minnesota, and there also settled on a farm. The mother died at her home in Minnesota in 1862, aged about seventy years; the father survived her twenty years, dying there also about

1883, aged ninety-three years. Grandmother Meacham,—by birth a Miss Standish, directly or collaterally related to the historic Miles,—and one of her sisters lived to be about ninety-three years old.

The subject of this sketch was educated in the local district schools in his youth, afterward receiving an academic education in Wilson's Seminary in Chicago. He then studied under the able and distinguished Dr. Brainard, of that city, and attended lectures in Rush Medical College, getting his diploma in 1849. He practiced a little in Illinois before graduation as assistant to a Dr. Todd, an elderly physician then in practice in the country near Kankakee.

Dr. Asa Clark came to California in 1849, and practiced in Placerville, where, in partnership with some others, he was among the first to establish a store, and had some interest in mines.

By reason of ill-health, as well as with a view to see more of California, he moved to Santa Clara in 1850, and to Santa Barbara in 1851. He returned in 1853 to Placerville, where he had some interests during his absence in the south, and practiced there until 1861. In that year he was elected by the Legislature as assistant physician of the State Insane Asylum in Stockton. Here he first became interested in the treatment of that class of unfortunates, and his interest in them has deepened ever since. He resigned in 1871, and in partnership with Dr. Langdon took charge of the insane of Nevada, until then harbored in the Stockton institution. By arrangement with that State the firm of Langdon & Clark were intrusted with the care of the insane, then numbering about thirty, and such others as should be committed to their care. They first moved them to Woodbridge, and after four years to Stockton. A similar contract was made with Arizona, and both contracts remained in force until each built its own asylum,—Nevada, about 1882, and Arizona in June, 1888. The Pacific Hospital was capable of accommodating 200 patients, and was sometimes nearly full, including some private cases. The partnership between Drs. Langdon and Clark was dissolved by the death of Dr. Langdon in 1880. Since the withdrawal of the Arizona insane Dr. Clark has conducted his institution for the treatment of private patients in that line, as well as less pronounced cases of mental and nervous disorders. A private asylum is believed to possess certain advantages over public institutions, such as greater dispatch in gaining admission in urgent cases, and the use of extra accommodations when required. The Pacific Hospital commands the confidence of the community as a well-regulated and well equipped institution. The buildings are numerous and spacious, as well as comfortable, the male and female departments being separate, and each provided with detached buildings and grounds. It is pleasantly situated just south of the city limits, and surrounded by forty acres, a large part of which is intersected by pleasant walks through cultivated gardens, and an excellent orchard for the exclusive use of the quieter patients and the convalescent. Nearly thirty years of continuous experience in this class of cases have made Dr. Clark an expert in their control and treatment, and the institution he owns and presides over is as quiet and orderly as a first-class hotel or private mansion. The Doctor has an office at 236 Main street for private practice and consultation.

Dr. Asa Clark was married in Placerville in 1856, to Miss Mary Elizabeth Mountjoy, born in Ohio about 1838, a daughter of Columbus and Bathsheba (Pope), both Virginians. They came to California about 1852, and died in this State, the mother about the year 1873, aged fifty-eight years, and the father in 1882, aged seventy-two years.

Dr. and Mrs. Clark are the parents of three living children, viz.: Hattie Electa, now Mrs. William Montgomery Baggs, of San Francisco (see sketch of W. M. Baggs, Sr.); George Curtis, educated in the public schools, and afterward for a couple of years in Bates' school in

Berkeley, has been superintendent of the Pacific Hospital since 1885. He was married in 1887 to Miss Laura Crofton, a native of this city; Fred. Pope, a graduate of Cooper's Medical College in San Francisco, and now a practicing physician in Angel's Calaveras County, is married to Miss Cross, a daughter of Dr. L. E. Cross, of this city.

G. G. HILLMAN, Deputy County Assessor, was born on shipboard, in California waters of the Pacific Ocean, May 28, 1853, his parents being Grafton and Usiba (Trayer) Hillman. Both parents were natives of Martha's Vineyard, Massachusetts, and the father, a seafaring man, was captain and owner of a New Bedford whaler. In that capacity he had been in port at San Francisco before the time of Marshall's discovery of gold in California. It was on one of the cruises of this vessel that the subject of this sketch was born. The father continued at sea until 1864, when he bought a farm in Dent Township, San Joaquin County, about fourteen miles from Stockton, and settled down there. Five years later he sold out, and for the succeeding two or three years was again at sea in the capacity of mate in the coast trade. He then repurchased his old ranch, and that time remained there nearly three years. He then went back to sea life again. He eventually located in San Francisco permanently, and is now in business there.

G. G. Hillman, with whose name this sketch commences, was reared principally in this county, and attended the schools of his neighborhood. At the age of nineteen years he started out for himself, working at farm work, clerking, etc., and eventually finishing his education and fitting himself for a business career at the Stockton Business College. In 1878 he started in farming for himself in this county, and has ever since devoted himself to that branch of industry. He was appointed Deputy County Assessor of this county in February, 1887, and assessed Douglass Township in that year and 1888. In 1889 he assessed O'Neil Township, which is also his field for 1890.

He has been twice married. His first wife, whose maiden name was Jennie Abbott, died in this county, leaving two children, viz.: Nellie and Lizzie. His present wife was formerly Miss Melissa Patterson, a native of West Virginia. They have one child—Ruby.

Mr. Hillman is a Republican politically, and has been prominent in the party organization and active in the ranks. He is Past Grand of Charity Lodge, No. 6, I. O. O. F., and is a member of Nemo Lodge, K. of P., and of the American Legion of Honor.

Mr. Hillman is a conscientious officer, uniformly fair and courteous in the conduct of his official duties, and is one of the most popular men in San Joaquin County.

ALBERT De LOSSE SAYLES, a rancher of Douglass Township, was born in Rhode Island, July 16, 1840, a son of Albert and Maria (Ross) Sayles. The father died November 7, 1855, aged sixty-nine. Grandfather Amasa was seventy, and his wife Melissa sixty when they died. Originally English, the Sayles family was established in Rhode Island before the Revolution. Great-grandfather Uriah Ross emigrated from Scotland to Rhode Island before the Revolution, and was engaged in that struggle on the side of his adopted country. He died of old age. Grandfather Samuel Ross also lived to old age, being about eighty; but his wife, Johannah (Mowry) Ross, died comparatively young, of a cancer.

The subject of this sketch received the usual district-school education. He came to California by the Panama route in 1859. His father had been here in 1850, working chiefly at his trade of carpenter, preceded by a brief trial of mining. His health becoming impaired after eighteen months, he went home, intending to

return with his family, in renewed vigor. He was disappointed in both respects, and died in Rhode Island in 1855.

When A. D. Sayles arrived in California in 1859, he went to farming for wages for two or three years, and then rented a ranch and has been farming ever since. He was married December 7, 1862, to Miss Sarah Jane Comstock, a native of Lewis County, New York, born February 20, 1841, a daughter of Eri H. and Esther A. (Thornton) Comstock. Her great-grandfathers on both sides are known to have been natives of Rhode Island. Grandfather Ezekiel H. Comstock moved from that State into New York, and was there married to Miss Lucy Jenks, whose mother lived to be ninety-two. Grandmother Patience Thornton lived to be eighty-four, and her husband was over seventy.

Eri H. Comstock was a forty-niner, and did a little mining, but soon settled in Stockton, where he carried on a general store. He became the owner of 2,100 acres of land in this township, and was rejoined by his wife in 1852, when they settled on the ranch near the Calaveras river. Their two children, Seth H. and Sarah J., now Mrs. A. D. Sayles, remained with their grandparents Comstock to be educated. Seth H. came to California twice, being accompanied on the second trip in 1859 by Mrs. Sayles. The father died in Nevada in February, 1862, aged about fifty. Seth H. was married to Miss Sarah Elizabeth Harrod, who died in 1879, leaving one child, Charles W. Comstock, born in 1877, and now living with his grandmother, Mrs. Seth Thomas, of Dent Township, his father having died November 12, 1884.

On January 12, 1863, five weeks after their marriage, Mr. and Mrs. A. D. Sayles settled on 300 acres of the original Comstock ranch, where they still reside. They are the parents of a large, unbroken family of ten children: Esther Maria, born April 25, 1864; Edward Wood, October 26, 1865; Harry Albert, December 14, 1866; George Henry, July 31, 1868; Emily Jane, January 22, 1870; Oscar Arthur, February 23, 1871; Frank Howard, February 25, 1873; William Henry, December 24, 1877; Lyle Ramsey, April 11, 1880; Burt Elmore, February 12, 1882.

J. M. KILE, one of the bright young lawyers at the Stockton bar, is a native of San Joaquin County, born near New Hope, February 16, 1865. Joseph Kile (deceased), father of our subject, was born near Columbus, Ohio, in 1812, his parents being Virginians, and their ancestors from Holland. When quite young he removed to Missouri, locating in Saline County. He served in the Mexican war, under General Harney, and after its conclusion returned to Missouri. In 1849 he emigrated to California, making the journey overland, and for a short time mined about Mokelumne Hill and Sonora. He decided that other lines of industry would be more profitable or more agreeable to him than mining, and turned his attention to the cattle business. Early in the '50's he settled near New Hope, and in partnership with a Calaveras County pioneer, Thomas Wheeler, and another gentleman named Oldham, he was extensively engaged in cattle raising and dealing, also driving to Los Angeles. He finally drew out of his connections in the cattle busines and engaged in farming on his ranch. His business thereafter was that of an agriculturist and capitalist. In 1870 he removed to Stockton, where he lived until his death. He was married in this county to Miss Mary Catherine Hardesty, a native of Indiana, born near Bloomington, who accompanied her parents across the plains to this State when young. Joseph Kile was a member of the San Joaquin Society of California Pioneers, and was an active man from the early days of the State until his death. He acquired a large area of land, in Texas, which he held along with his ranch in this county, and he also had other property interests. He was one of the stockholders of the Savings

Bank. He died in 1884; his wife died in 1878.

J. M. Kile, with whose name this sketch commences, was the only child of his parents. He was reared in Stockton from his fifth year. His early education was received in this city, where he attended the high school. He afterward took a special course in Latin at the Oakland Academy, and, having decided to adopt the law as his life profession, he commenced attendance at the law department of Vanderbilt University, Nashville, Tennessee, where he graduated in June, 1886. He then returned to California and was admitted to practice in the Supreme Court of the State. He commenced practice in San Francisco, being associated with the office of B. McNey, until March, 1887, when he came to Stockton to locate.

Mr. Kile was married October 9, 1888, to Miss Rachel C. Horton, a native of Nashville, Tennessee.

Mr. Kile is a member of Stockton Parlor, N. S. G. W. Politcally he is a Democrat. He is a well-read and exceptionally intelligent young lawyer, and gives promise of a bright career in his chosen profession.

HENRY KOONTZ, a farmer of Union Township, was born in Ohio in 1837, a son of John and Elizabeth (Jonepher) Koontz; both natives of Pennsylvania. The father died in Ohio in 1853, and the mother in 1873. When two years of age Henry was taken to Wayne County, Illinois. In 1857 he came to California by water; he left New York May 22 and arrived in San Francisco on the last of June, that year. After spending about two years in San Francisco, working at odd jobs, he went to the Gold Hill Mines, Placer County, but soon went to Sacramento on account of sickness. He was engaged on a farm there for two years, then went to San Joaquin County, where he worked at odd jobs for a while, then purchased his ranch, in 1864, where he has resided ever since; it is situated about two miles from New Hope. He also owns a ranch about three miles from this one on the banks of the north fork of the Mokelumne.

His wife, Clemence (May) Koontz, was born in Wayne County, Illinois, and died at the age of thirty-two years, in 1883, leaving six children, namely: John L., Elizabeth, William H., Katie, George and Clemence A.

MRS. DELIA MARCELLA LOCKE, widow of the late Dr. D. J. Locke, and residing upon a farm near Lockeford, was born in North Abington, Massachusetts, May 30, 1836, the daughter of George and Susanna (Shaw) Hammond. Her mother was also a native of North Abington, and her father a native of Carver, Massachusetts. The Hammonds were of an old Massachusetts family, near Plymouth. William Penn's mother married a Hammond for her second husband, and Mrs. Locke is a descendant from that family. One of her father's brothers was a well-known physician, and one was a farmer. Mrs. Locke's father was brought up on a farm, but went to North Abington and learned the shoemaker's trade, which he followed until he came to California, in 1861, by way of the Isthmus. He settled in Lockeford, which has since been his residence. His father, Benjamin Hammond, a farmer, who lived at Carver, Massachusetts, died at the age of fifty years. Daniel Webster was a friend of the family and sometimes visited them. The Shaws were also of the old New England families. Ebenezer Shaw, a grandfather of Mrs. Locke, was a farmer and one of the principal citizens of North Abington, whose judgment was consulted upon all matters of local interest. He had seven daughters.

Mrs. Locke was educated at North Abington and at Plymouth, and taught school two years at the former place. She was married at the Congregational Church there to Dr. Locke, on May 8, 1855, and the next day started for Cali-

fornia, sailing from Fall River through Long Island Sound to New York city, where they took the ocean steamer, George Law, which was afterward named the Central America, and was subsequently lost at sea. After crossing the Isthmus by railroad, the next year after the riot there, they took the steamer Golden Age to San Francisco, arriving July 1, and coming at once to Lockeford.

Dr. D. J. Locke, by whom the town of Lockeford was laid out, came to this State in 1849, from Boston, as physician of the Boston and Newton Joint-Stock Association. They started April 16, that year, and the company, numbering twenty-five men in all, arrived in Sacramento September 16. The Doctor tried mining, but abandoned it, and on the last day of the year 1850 he and his brother Elmer camped on the place which is now the homestead of the family. They purchased the land embracing their present ranch from Staples & Co., who claimed it by right of a Spanish grant. This claim, however, was valueless, and the settlers were compelled to repurchase the land from the Government.

The highlands, on which the town is now situated, are about sixty feet above the flats, across which a high, narrow ridge extends to the river, broken in two places by sloughs, which carry away the winter floods. On the highest point of the ridge a pretty little hill, among a number of oaks still standing, the settlers built their cabin and commenced the new life of ranching. Ninety miles distant the snow-capped summits of the Sierras were visible, while between them and those distant peaks was an unbroken waste with hardly a settler's cabin. Grizzly bears were plentiful, five being caught near the cabin in 1851 by a Mr. Lewis, a great hunter.

The bottom lands surrounding the cabin were covered with luxuriant grass and stretched far away into the distance, forming a pleasant picture, which has increased in beauty as the years have gone by. The bottom land is about three feet higher than when the Doctor settled there, having been overlaid by sediment from overflows. The levees are now high and strong, however, protecting the farms from future floods. The river also has been straightened, which gives a direct channel and materially lessens the danger.

In 1854 the Doctor returned East, and during the next year brought to California his newly wedded wife, as already mentioned, after which time he resided upon his farm to the date of his death, May 4, 1887, and was buried in the family cemetery near the river road. When he was seventeen years of age he was a school teacher. He graduated at the Bridgewater Normal School, in the class of 1842, at the age of twenty; he also graduated at the Harvard Medical College at Boston. At his home here he was trustee of the school board of Lockeford from the time of its organization, in 1854, almost continuously until a few years before the time of his death.

In regard to the temperance movement he first joined the Dashaways in San Francisco, some time in the '50's; and in 1858 he became one of the charter members of the Live Oak division, No. 29, of the Sons of Temperance, organized in his hall, and afterward a member of the order of Good Templars; was also one of the principal members of the Congregational Church, which also was organized in the same hall; and he was a trustee of this religious body. He retained his membership in the church and in the Good Templars until his death. His widow and her sister, Susan L. Locke, are the only remaining original members of that church. The Doctor expended a great deal of money in improving the town, erecting most of the large buildings. He practiced medicine until within a few years of his death.

His greatest ambition was to have all of his thirteen children well educated. Their names are: Luther, born in 1856, now managing the Lockeford meat market; Ada, born in 1857, now the wife of Rev. W. H. Cooke, of Oakland, pastor of the Golden Gate Congregational Church; Nathaniel Howard, born in 1859, now

a farmer on the home ranch; Horace M., born in 1860, now a physician of the Somerville (Massachusetts) McLean Asylum; Ida, born in 1862, the wife of Rev. W. H. Bascoe, formerly pastor of the Congregational Church of Lockeford, who died August 5, 1889; Mary, born in 1864, now Mrs. W. P. Moore; William W., born in 1865, attending the Institute of Technology at Boston; Hannah, born in 1867, now attending the Boston Conservatory of Music; John C., born in 1869, attending Phillips Academy, Exeter, New Hampshire; Edward M., born in 1871, attending school at Lockeford; Eunice, born in 1874, attending the Oakland High School; George H., born in 1877; and Theresa, born in 1879.

L. E. CROSS, M. D., of Drs. Cross, physicians and surgeons, Stockton, is a native of Lockport, New York, born March 24, 1842. He received his literary education mainly at Saginaw, Michigan. On the breaking out of the civil war he offered his services in the Union cause, enlisting at Detroit in 1861 in the Lancer regiment, in which he served until its disbandment, six months later. He then re-enlisted in the Twenty-third Michigan, and was mustered in as Second Lieutenant of Company E. The command proceeded to the front in Kentucky, and at Bowling Green he was promoted First Lieutenant. He commanded the company until compelled, in 1863, to resign his commission on account of failing health. Leaving the scene of strife, he turned his attention to the profession of medicine, pursuing a course of independent study for two years, after which he began attendance at the Homeopathic Medical College of Missouri, in St. Louis. After his graduation at this institution he commenced the practice of his profession at Brookfield, Missouri. From there he afterward removed to Pensacola, Florida, where he practiced until 1873. In that year he came to California, locating at Stockton, where he soon took rank among the foremost practitioners, a position which he has thenceforth easily maintained, commanding the highest respect of his professional brethren and the esteem and confidence of the people. He is a member of the American Institute of Homeopathy.

Dr. Cross was married in Michigan to Miss Imogene Lyon. They have four children, viz.: Harry Nelson, Edith Helena, George L. and Walter A.

DANIEL PAYTON, M. D., gynecologist, No. 302 Lindsay street, Stockton, California, was born in Alabama, July 9, 1827, a son of A. C. and Elizabeth (Elledge) Payton, now deceased. Longevity is marked in the Payton family. The grandfather, who was named Daniel, of Kentucky, by occupation a planter, lived to an advanced age. The father, with his family, moved to Missouri about 1834, and became a merchant in Kirksville, Adair County, Missouri. The failure of the State Bank of Illinois in 1843 crippled his resources.

D. Payton, the subject of our sketch, received some education in the local subscription schools and afterward a more regular course in Winchester, Kentucky. When his father's prospects were blighted by financial disaster, he engaged in farm work for a few years, and as soon as possible took up the study of medicine, his preceptor being Dr. George W. Hatton of Appanoose County, Iowa. He first practiced in Wayne County, Iowa, where he was elected county treasurer and afterward county judge, without serious interruption to his medical practice, his official duties extending over a period of four or five years, not requiring much of his time. He was formally graduated at the College of Physicians and Surgeons of Keokuk, Iowa, in 1860, and continued his practice in that State about two years longer,—in all twelve years. In 1862 he moved with his family by ox and mule teams across the plains to Oregon. The party comprised forty families, and they

were five months on the way. Arriving in Union County, October 5, 1862, they built a fort near Le Grand, being the pioneers in that region, and Dr. Payton was one of the three commissioners appointed to organize Union County. He removed to Salem, the capital of Marion County, in 1865, and there helped to organize the medical department of Willamette University in 1866, taking the chair of Therapeutics, afterward Obstetrics and Diseases of Women and Children. He held that position thirteen years and received the honorary distinction of Professor Emeritus at the close of his connection with the institution. Meanwhile he had served as a director of the public schools twelve years, mayor of the city one term, and representative of Marion County in the State Legislature one term. Desiring to perfect himself in his chosen specialty of gynecology, he made three sojourns in New York in 1882, 1886 and 1888, to follow the post-graduate, polyclinic and Bellevue courses for physicians. After these three terms of attendance at the best lectures and demonstrations available on this continent, and a general practice of forty years, he devotes his attention almost exclusively to gynecology, which is among the most useful, necessary and humanitarian of medical specialties. Dr. Payton settled in this city in 1883, recognizing in its natural advantages the destiny of a great center of population. He has served in this city as President of the Board of Health two years, declining a re-appointment. He is a member of the American Medical Association, of the San Joaquin County Medical Society and an honorary member of the State Medical Society of Oregon. He has one brother living in Macon, Missouri, the Rev. John Payton, a clergyman of the Methodist Episcopal Church, South, and a soldier of the Mexican war.

Dr. Payton was married in Missouri, in 1847, to Miss Elizabeth Hatton, a native of that State, a sister of his medical preceptor and of Dr. J. B. Hatton, deceased. She died in Salem, Oregon, in 1878, leaving five children, one of whom has since died. The four living children are: John Eberly, M. D., a physician of established reputation in Eugene City, Oregon; Bessie, now Mrs. Edgar Farrington of that city; Belle, the wife of Dr. A. C. Helm, proprietor of the Oregon House in Ashland, Oregon; Minnie, now Mrs. E. S. Suyland of Stockton. The Doctor has nine grandchildren and one great-grandchild. He was again married in Douglass County, Oregon, in 1882, to Mrs. Henrietta (Lane) Stemmerman, born in New York, a daughter of Joseph and Margaret (Huston) Lane, both deceased at an advanced age. The grandfather Huston and his wife (*nee* Burton), also lived to an advanced age.

Dr. Payton is a member of Salem Lodge, No. 4, F. and A. M., and past master in the order, which he joined in Appanoose County, Iowa, nearly forty years ago. He has been a member of the "Christian" Church since 1850, joining in Wayne County, Iowa, and was an elder of the church in that State.

AVERY C. WHITE, District Attorney of San Joaquin County, is a native Californian, born at Woodbridge, this county, May 17, 1862. He was educated in the public schools and at the San Joaquin Valley College, Woodbridge, where he completed the course in 1885. He had chosen the profession of law as his future vocation, and when he had finished his literary education, he commenced attendance at the law department of the University of Michigan, Ann Arbor, where he was graduated in 1887. On the 17th of May, 1886, he was admitted to practice by the examining committee of the Supreme Court of Michigan, and when he returned to California in 1887, he was admitted by the Supreme Court of this State. He commenced practice in the office of J. C. Campbell, at Stockton, but afterward entered into partnership with W. S. Buckley. He was elected to the office of District Attorney of San Joaquin County at the November election, 1888, and since entering upon the discharge of

the duties of the office has encountered some of the most complicated and trying business which has ever fallen to the lot of an incumbent of the position. His conduct of the office has been creditable to him.

M. White is a member of Stockton Parlor, No. 9, N. S. G. W.; of Nemo Lodge, K. of P.; of the Pioneer Society; of Washtenaw Lodge, F. & A. M., Ann Arbor, Michigan, and of the Eastern Star. He is a Democrat politically, and an ardent advocate of the party's doctrines, as well as prominent in its councils.

ADDENDA.

VITICULTURE.

So much attention has been paid to grape-growing and wine-making in California, that a review of the advancement made in the industry in San Joaquin County will be of interest. To Captain C. M. Weber belongs the honor of having planted the first vines, but the first vineyard planted as a business proposition was the El Pinal, planted by William B. and George West.

This vineyard was started in 1852, and over forty varieties of foreign grapes were imported at that time, embracing many of the finest table, raisin and wine grapes. A number of vineyards have since been planted, principally in wine grapes, by C. Von Detler, George S. Ladd, Ezra Fiske, D. W. Keiver, Philip Fitzgerald, J. H. Dodge, J. E. Moore and others.

The El Pinal being the oldest and largest, a description of its growth will be interesting. The first vines were planted, as we have said, in 1852, and the Messrs. West have since devoted their attention to growing wine grapes and manufacturing wines and brandies.

The first wines were made early in the 50's, under a tree, with the most primitive arrangements. The processes of manufacture and selection of proper varieties of grapes for the various kinds of wines, were matters concerning which the early pioneers of California were almost entirely ignorant; and it was only after years of experimental work that their efforts were crowned with success and the fact was established that California could produce wines and brandies which could compete in open market with those of Europe. Instead of the few barrels and beam presses first used at the El Pinal we now find large buildings of brick and adobe, embracing 50,000 square feet of storage room, fully equipped with the latest approved machinery for crushing, pressing, pumping and distilling. The cellars contain cooperage with a capacity of 500,000 gallons, and the fermenting house has a capacity of 100 tons of grapes per day. The product has increased from the few barrels of the '50's to 350,000 gallons in 1889. The largest single shipment of wine and brandy ever made from California was made from this vineyard in 1889. It consisted of 110,000 gallons and was shipped via Cape Horn by Messrs. George West & Son to New York. The outlook for the wine business at the present time is very encouraging. Prices for the last few years have ranged low, but owing to the increased consumption of wines in the Eastern States the market has become much firmer and a gradual advancement in the price of grapes will soon re-establish the business on the old basis of profit of $100 per acre. The crops produced in San Joaquin County have been so large that even at the prevailing low prices growers have netted a reasonable profit. A crop of ten tons per acre is not unusual. The wines and brandies produced in San Joaquin County have attracted much attention at all the conventions of the viticultural commission. The brandies are acknowledged by all to be the only brandies produced in the State which will rank with the cognacs of France.

There is a large and growing demand for these brandies in the East, and as soon as enough grapes of proper varieties are in bearing, a market can be found in England for all the brandy of the cognac type which can be

produced, as English merchants have already pronounced the 1886 brandy produced at El Pinal superior to any French brandy coming into the English market, and expressed a wish to handle the product as soon as it should be of sufficient quantity to warrant the undertaking.

The ports, sherries and sweet wines of San Joaquin are also of superior quality and are unequalled in California.

In 1885 Mr. West introduced the Medoc types of claret grapes, and the wine produced from them comes up to the most sanguine expectations. These grapes are shy bearers, but the price paid for them is much higher than for any other wine grapes. The soil of San Joaquin County in the neighborhood of Stockton is particularly adapted to the growth of table grapes, while the soils of the southern and eastern portions of the county will undoubtedly produce a fine raisin.

In the whole county it is safe to say that 3,000 acres are devoted to grape culture.

The table grapes of the county possess most unusual keeping qualities and a considerable trade has been built up with the Eastern States and Territories.

The business of growing these grapes is very profitable, as they are all prolific bearers and the prices realized are high, ranging from $30 to $60 per ton.

There are countless acres of land suitable for the culture of the Tokay, Emperor and Black Ferrara grapes, and with 60,000,000 of people for a market it would seem a safe venture to grow them.

The excellence of all products of the grape in San Joaquin County is becoming so widely known that a few years will undoubtedly see this industry one of the greatest importance.

STOCKTON METHODISM.

Some additions to the history of Methodism in Stockton were expected until this, the latest hour before the last page of the volume goes to press.

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